The Hong Kong Daily Press.

No. 3416 號六十五百四千八第 日四念月十年十緒光 HONGKONG, THURSDAY, DECEMBER 11 H, 1884. 四年十月二十一號 英香港每日新報 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

December 9, GREYHOUND, British steamer, 227, Scott, Pakhoi 4th December, Hoihow 6th, and Macao 9th, General.—ADAMSON, BELL & Co.

December 10, VIPERE, French gunboat, Capt. Lapeyrere, Haiphong 6th December.

December 10, FOKIEN, British steamer, 508, Harris, Swatow 9th Dec., General.—DOUGLAS LAPRAIK & Co.

December 10, COMMODORE, American ship, 1,909, D. W. Blanchard, Cardiff 23rd June, Coal—ORDER.

December 10, NAPLES, British steamer, 1,473, Thom, Sydney 11th Nov., Brisbane 14th, Townsville 18th, Thursday Island 22nd, and Port Darwin 27th, Coal and General.—RUSSELL & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 10TH DECEMBER.

Khiva, British str., for Singapore.
Greyhound, British str., for Hoihow.
Auguste, German bark, for Diamond Island.

DEPARTURES.

December 10, SALTEE, British str., for Haiphong.
December 10, DOUGLAS, British str., for East Coast.
December 10, VELOCITY, British bark, for Whampoa.
December 10, BELLONA, Ger. str., for Swatow.
December 10, TRIOMPHANTE, French corv., for Kelung.
December 10, KHIVA, British str., for Bombay.

PASSENGERS.

ARRIVED.

Per *Greyhound*, str., from Pakhoi, &c.—31 Chinese.

Per *Fokien*, str., from Swatow.—Messrs. Addis and Nielton Chueu, and 127 Chinese.

Per *Naples*, str., from Sydney, &c.—Mrs. Dougherty and daughter, Mr. and Mrs. Grant and child and Miss Grant, Mr. and Mrs. Grove, the Misses Grove (2), Miss Blair, Messrs. W. Grove, Fearby, and Miscamble, 10 Europeans and 116 Chinese, steerage.

DEPARTED.

Per *Douglas*, str., for Swatow.—Capt. Stanton, Messrs. T. N. Gealing and H. C. Matheson. For Amoy.—Mr. D. Spence. For Foochow.—Messrs. E. F. Alford, R. Simpson Shaw, T. Morecka, and T. Enouye.

REPORTS.

The British steamer *Greyhound* reports left Pakhoi on the 4th inst., Hoihow on the 6th, and Macao on the 9th, and had strong North winds and fine weather throughout. In Hoihow H.M.S. *Foxhound*.

The British steamer *Fokien* reports left Swatow on the 9th inst., and had fine weather with moderate N.E. breeze. In Swatow strs. *De Bay*, *Albany*, *Manchuria*, *Meefoo*, *Phra Chom Klao*, and *Chefoo*.

The British steamer *Naples* reports left Sydney at 5 p.m., 11th Nov., and had fresh Northerly winds from thence to Brisbane, arrived at Brisbane at 8 a.m. of the 14th, embarked mails and passengers, and left at 4 p.m., same day; had fresh Easterly winds to Townsville, where she arrived at 9 p.m. of the 17th; sailed from Townsville 10 a.m. of the 18th and had fresh N.E. winds to Cooktown where she arrived at noon of the 19th and sailed at 5 p.m. same day; had fresh Easterly winds with dull cloudy weather to Thursday Island, which compelled her to anchor each night in the Straits; arrived at Thursday Island at noon of the 22nd and sailed at 7 p.m. same day; had light Easterly winds from thence to Port Darwin where she arrived at noon of the 26th and sailed from Port Darwin at 5.30 a.m. of the 27th; had strong winds and squally weather from thence to Mindoro Straits; from thence strong N.N.E. and N.E. gales with terrific squalls to within 60 miles of Hongkong; thence fine weather to port.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.

(For last Mail's Advice.)

Metapedia (s.)	Bangkok	Oct. 21
Feronia (s.)	Shanghai	Oct. 23
Diomed (s.)	Shanghai	Oct. 25
Berenice (s.)	Hongkong	Oct. 25
Ajax (s.)	Shanghai	Oct. 27
Thames (s.)	Shanghai	Oct. 28

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date.)

Commodore	Cardiff	June 19
Elizabeth	Liverpool via Cardiff	July 23
Invincible	Cardiff	July 25
Eliz. Nicholson	Cardiff	Aug. 4
Titania	London	Aug. 18
Gustav & Oscar	Cardiff	Sept. 3
Chandernagor	Penarth	Sept. 4
Isabel	Cardiff	Sept. 13
Jessie Osborne	Hamburg	Sept. 17
Lauderdale (s.)	Hamburg	Sept. 24
Melbrek	London	Sept. 25
Deutschland	Cardiff	Sept. 27
H.R.M.S. Crayssen	Plymouth	Oct. 8
North American	Penarth	Oct. 11
Pembrokeshire (s.)	Antwerp via London	Oct. 12
Tsernogora	New York	Oct. 14
John Knox (s.)	Liverpool	Oct. 16
Thiorva	Newport	Oct. 24
Glenartney (s.)	London	Oct. 25
Menelaus (s.)	Liverpool	Oct. 25
Preconshire (s.)	Middlesborough	Oct. 25
Strathairly (s.)	Antwerp	Oct. 26
Harima Maru (s.)	Glasgow	Oct. 26
Benlarig (s.)	Antwerp via L'don	Oct. 27

FOR SALE.

IDEAL SCHIEDAMSCH JENEVER in Stone Bottles; also POMERANZEN BITTERS and SCHIEDAM SCHNAPPS. PRIME SOURKROUT and RED CABBAGE, in Jars, and Salt HERRINGS, in tins.

SPORTING GUNS and RIFLES, REVOLVERS, and CARTRIDGES, SHOTS, &c., &c.
J. F. SCHEFFER,
21 and 23, Pottinger Street.
Hongkong, 3rd April, 1884. [639

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1883.
PRICE TEN DOLLARS.
Apply at the *Daily Press* Office.
Hongkong, January, 1884.

IRON BEDSTEADS. BENT WOOD FURNITURE, Great variety just landed. CURIOSITIES. PICTURES, PIANOS, UPHOLSTERY. FURNITURE, FOR SALE OR HIRE. CASSUMBHOY, Opposite City Hall. [23

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANCE. By Dr. DEVAN, With many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE,—
In Pap. Wrapper $1.50
Neatly Bound $2.00
Apply at the *Daily Press* Office.

INTIMATIONS.

LANE, CRAWFORD & Co. are now shewing their New CHRISTMAS TOYS.

This year's parcel contains Electrical and Mechanical Toys, also a splendid assortment of Novelties:—

A "MASCOTTE."

MECHANIC:—Clown and Mice, Circus Rider, Engines, Race Games, Smoking Man, Dancing Figures, Chicken, Speaking Dolls, Man and Pig, Guinea Pig, Jockey and Horse, Monkey and Dog, Cock Fight, Organ Grinders, Chinaman, Machine Gun, Gun Boat, Dumpty Show.

MUSICAL:—Monkey, Tops, Cornets, Niggers, Plates, Decanters, Engines.

SURPRISE:—Snakes, Chinese Battle, Toy Artillery, Gun Boats, Sunday Toys, The Mysterious Cabinet, French and English Dolls, Dressed Dolls, Jointed Dolls, Surprise Dolls, Yankee Dolls, Model Bonnet Dolls, Ma and Pa Dolls, Speaking Dolls, Dolls' Trunks and Dresses, Doll and Bath, Skipping Ropes, Whips, Tops and Balls, The Game of Croquet, The Pleasure Box, Parliament Game, Electric Boats and Steam Engine, Shooting and Race Games, Theatre Target, Fortress, World and Picture Puzzles, Drawing School, Swords, Fireman and Soldiers Outfit, Swimming Bath, Wool Rattles and Balls, India-Rubber Figures, Rocking and Pole Horses, Lead Soldiers, Pontoons, Wheelbarrows, Horses, Carpenter's Tools, The Pleasure Box, Noah's Ark and Animals, Telescope Blocks,

ALSO

A FIVE ROOMED DOLL'S HOUSE. [32

JUST RECEIVED PER FRENCH MAIL.

WINSOR AND NEWTON'S ARTIST'S MATERIALS.

Oil and Water Colours.
Artist's Drawing Pencils.
Solid Skete Blocks.
New Sketching Books.
Stretched Canvases.
A great variety of Brushes.
Drawing Pins—all sizes.
Fitted Boxes of Oil Colours.
Fitted Water Colour Boxes.
Oils and Varnishes.
Palettes.
Charcoal.
Conte Crayons.
Tinted Crayon Paper.
Lalanne's Charcoal Paper.
&c., &c., &c.
Descriptive Hand-Books on all branches of Oil and Water Colour Painting.
KELLY & WALSH,
25] Queen's Road.

W. BREWER has just received and is now Shewing A MAGNIFICENT ASSORTMENT OF CHRISTMAS GOODS, including:—
New Parisian Workstands.
New Parisian Workbaskets.
Magnificent Plush Fitted Workboxes.
Elegantly Mounted Jewel Cases.
Elegantly Mounted Handkerchief Boxes.
Elegantly Mounted Glove Boxes.
Charming Designs in Blotting Cases, Photograph Frames, Inkstands.
A New Assortment of Gentlemen's Russia Leather Pocket Books, Letter Cases, &c.
Handsome Parisian Glass Ware and Toilet Sets.
Russia and Morocco Writing Cases and Writing Pads, Stationery Cases, &c.
Morocco Filled Dressing Bags—Ladies and Gentlemen's.
Photograph Albums and Screens in all the Newest Styles.
Photograph Frames very handsome and in great variety.
Large Quantities of Mechanical Toys of every description.
All the New Season's Juvenile Books.
Boys and Girls' Annuals.
Kate Greenaway's New Books.
A Large Assortment of Meerchaum Pipes and Cigarette Holders, Fancy Pipes in Cases.
Boxes of Christmas Stationery with and without Seasonable Mottoes.
All the New Season's Bon Bons.
New Christmas Cards.
Important Work that should be in the possession of all Shareholders—"Shareholders and Directors Legal Companion."
New Waltzes, New Songs.
New Collections of Music.
Letts's Diaries! Date Blocks!
Tennis Sets, Bats and Balls.
W. BREWER, Queen's Road.
NEXT DOOR TO HONGKONG HOTEL. [26

HAIPHONG.
CALIXTE IMBERT,
COMMISSION AGENT AND CARGO CONSIGNEE FOR IMPORT AND EXPORT,
HAIPHONG,
Will undertake Commissions for Firms in the Far East and receive Sample Consignments of Goods.
Communications in English and French.
[1123

NOTICES OF FIRMS.

NOTICE.

MR. CHARLES HEYMANN, Bearer of our Power of Attorney, is authorized to Sign per Procuration.
OPPENHEIMER FRERES.
Hongkong, 10th December, 1884. [2309

NOTICE.

I HAVE admitted MR. NOORMAHOMED JAIRAZBHOY PEERBHOY, a Partner in my Firms, carried on at Bombay, Hongkong and Shanghai, in my own name from Kartak Sood, 1st Sawant Year, 1941 (19th October, 1884), and the said Firms will henceforth be designated and carried on under the Style of JAIRAZBHOY PEERBHOY & Co.
JAIRAZBHOY PEERBHOY.
Bombay, 10th November, 1884.

NOTICE.

WITH Reference to the above MR. JAFFERBHOY KHETSEY is authorized to Sign our Firms in China from this date.
JAIRAZBHOY PEERBHOY & Co.
Hongkong, 8th December, 1884. [2301

NOTICE

MESSRS. LLOYD KHOO TEONG POH & Co., Chop, HOCK CHEANG, of AMOY and SWATOW, beg to inform their Constituents and the Public that they have CLOSED their Branch at SWATOW under the Management of Mr. LIM YAM SENG, and that except for purposes connected with the CLOSING of the Branch Mr. LIM YAM SENG, now trading under the name of LIM YAM SENG & Co., Chop, "HOCK CHEANG YAM KEE," has Ceased to act for us, LLOYD KHOO TEONG POH & Co.
Dated Amoy, 15th November, 1884. [2290

NOTICE.

WE Beg to give Notice that we intend to Open a Branch of our FIRM, as PUBLIC TEA INSPECTORS AND COMMISSION AGENTS, in Canton for the coming TEA-SEASON.
MARGESSON & Co.
Macao, 24th November, 1884. [2299

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$7,500,000.
RESERVE FUND	4,400,000.
RESERVE FOR EQUALIZATION OF DIVIDENDS	400,000.
RESERVE LIABILITY OF PROPRIETORS	7,500,000.

COURT OF DIRECTORS:—
Chairman—A. P. MACEWEN, Esq.
Deputy Chairman—Hon. F. D. SASSOON.
H. L. Dalrymple, Esq. — A. McIver, Esq.
H. Hoppius, Esq. — M. E. Sassoon, Esq.
M. Grota, Esq. — W. H. Forbes, Esq.
Hon. W. Keswick — C. D. Bottomley, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Hongkong, 25th August, 1884. [7

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct Security for the repayment of sums deposited in the above Bank.

3.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $1,500 in any one year.

4.—Deposits may be made on behalf of relations, of Trusts, &c., in addition to the Depositor's own account.

5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.

6.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

7.—Deposits may be forwarded from the Ports by means of clean Hongkong Postage Stamps of any values.

8.—Interest at the rate of 3½ per cent per annum will be allowed to Depositors on their daily balances.

9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

10.—Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence as to the business of the Bank will, if marked ON HONGKONG SAVINGS BANK BUSINESS, be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.

11.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

12.—All documents connected with the business of the Savings Bank are exempt from Stamp Duty.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

WITH Reference to the above, business will be commenced on the 1st May, 1884.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 26th April, 1884 [844

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

INCORPORATED IN LONDON on 18th July, 1884, UNDER THE COMPANIES ACT 1862 to 1863.

CAPITAL £2,000,000 IN 200,000 SHARES OF £10 EACH.

LONDON BANKERS:
UNION BANK OF LONDON, LIMITED.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS:
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on terms which may be learnt on application.
J. MELVILLE MATSON,
Manager.
Hongkong, 15th September, 1882. [1724

NOTICE.

ORIENTAL BANK CORPORATION IN LIQUIDATION.

ALL HOLDERS of NOTES of the ORIENTAL BANK CORPORATION (HONGKONG BRANCH) are hereby requested to present them to the LIQUIDATORS of the Bank, when they will be given in Exchange a Certificate of the Value of the Notes deposited.

HOLDERS of NOTES will be required to furnish to the Liquidators of the Bank, a schedule, in duplicate, giving the date of Issue, Number, and amount of each Note produced.

Forms of Schedule may be had on application at the OFFICE of the ORIENTAL BANK CORPORATION, Queen's Road, Hongkong.

For the
OFFICIAL LIQUIDATOR
OF THE
ORIENTAL BANK CORPORATION
By his Attorneys
J. MELVILLE MATSON,
H. HOWARD TAYLOR.
Hongkong, 4th August, 1884. [1450

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—
On First-class European Tenements ..... at ½ % Net per Annum.
On First-class Godowns & Merchandise stored therein ..... at ¾ % Net per Annum.
On Coals ..... at 1 % Net per Annum.
On Petroleum in Bulk ..... at 1½ % Net per Annum.
On First-class Chinese Tenements ..... at 2 % Net per Annum.
On Second-class Chinese Tenements ..... at 2½ % Net per Annum.
DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.
Hongkong, 5th August, 1881. [15

AUCTION.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 20th instant, 1884, IF NOT PREVIOUSLY DISPOSED OF BY PRIVATE SALE, For the Account of the Concerned.

The British Barque "MINNA,"

Of 435 Tons Register (Net), as she now lies at the Pagoda Anchorage, with all her ANCHORS, CHAINS, SAILS, RIGGING, SPARS, &c., &c., &c., IN ONE LOT.

For Further Particulars and Terms of Sale, apply to
T. J. READ,
Pagoda Anchorage.
Pagoda Anchorage, 2nd Dec., 1884. [2291

INTIMATIONS.

REGATTA HOLIDAYS.

THE Undermentioned Banks will be CLOSED for the Transaction of Public Business at NOON, TO-MORROW and SATURDAY next, the 12th and 13th instant.

FOR the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA,
JOHN THURBURN,
Manager, Hongkong.

FOR the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.
T. H. WHITEHEAD,
Acting-Manager, Hongkong.

FOR the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

FOR the COMPTOIR D'ESCOMPTE DE PARIS,
C. C. INCHBALD,
Acting Agent.

FOR the NEW ORIENTAL BANK CORPORATION, LIMITED:
J. MELVILLE MATSON,
Manager, Hongkong.
Hongkong, 10th December, 1884. [2312

MANILA CIGARS.

WE have received a Large Stock of our "SPECIAL VIGUEROS" and they can now be Purchased of the following Agents:—
CANTON, FOOCHOW, SHANGHAI, HANKOW, TIENTSIN, & MANILA.
A. S. WATSON & Co.
SWATOW—MESSRS. QUELCH & Co.
AMOY—MR. N. MOALLE.
Hongkong, 6th December, 1884. [2292

A FONG, PHOTOGRAPHER Begs to inform the Residents of Victoria and the Public generally that he has secured the assistance of an experienced European Operator in Mr. ROBERT DOUGLAS, whose Artistic Portraiture is well known in China.

N.B.—Mr. DOUGLAS intends to introduce all the leading improvements in Modern Photography.

Also,
Has a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire, the Copies of which are only to be purchased from his Studio or Messrs. KELLY & WALSH'S Store.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS of different sizes taken daily.
STUDIO, QUEEN'S ROAD,
Nearly opposite the Hongkong Hotel. [45

THE TOURIST'S GUIDE
REDUCED PRICE, $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.

Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.
The *Daily Press* Office.

SAM HING STULTZ, JUNR.

TAILOR, DRAPER, and GENERAL OUTFITTER, Best Materials and a Perfect Fit Guaranteed AT MODERATE PRICES.

Dealer in CHINESE SILK of all kinds, PITH HATS, MATTING and BAMBOO BLINDS. Has always on hand a very fine Selection of various kinds of
SILK GOODS AND EMBROIDERIES.
Wholesale Manufacturer of SILK COATS and other Garments for Exportation.
MANUFACTURER OF
Best Split and Every Kind of RATTANS.
ALSO RATTAN CHAIRS, COUCHES, &c.
62, QUEEN'S ROAD CENTRAL,
Fourth door West from Pottinger Street. [1070

CUTLER, PALMER & Co.,
Wine Shippers
OF LONDON, BORDEAUX, CALCUTTA, BOMBAY MADRAS, LAHORE, KURRACHEE, &c.

Their Representatives in China—
Messrs. JARDINE, MATHESON & Co. } Hongkong
" SIEMSSEN & Co. } and
" LANE, CRAWFORD & Co. } Shanghai.

Call attention to some of the items consigned to the care by this well-known house:—
CLARETS, Larose, Mouton, St. Julien, &c.
STILL HOCK.
CHAMPAGNE, Royal Wine, as supplied to Her Majesty.
SHERRY, Selected White Seal and Amoroso.
These Sherries are also shipped in Jars.
INVALIDS' PORT WINE.
SCOTCH WHISKY, free from fusel oil.
COGNAC, Four Stars, Three Stars, Two Stars
Prices on application to either of the above Firms. [2112

WING LOONG & Co.
No. 13, HING LOONG STREET,
MACHINISTS, BOILERMAKERS, GASFITTERS, PLUMBERS,
ALSO COPPER AND BLACKSMITHS.
WORKSHOP ON HILLSIDE, BEHIND GAS WORKS.
The most careful supervision given to all Work, and Charges Moderate.
Hongkong, 14th October, 1884. [1932

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORBAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1867 [20

AMER INDIEN.

DELICIOUS AND APERIENT, only prepared with QUINQUINA. Excellent specific against Fever, and promotes digestion. WINES, LIQUORS, SYRUPS of the best Brands.
RENE COINT,
Sole Agent of MM. EUG. RAYMOND & Co., of Marseilles.
HAIPHONG TONQUIN. [1334

GEORGE GOULET CHAMPAGNE.
PUSTAU & Co.,
Agents.
Hongkong, 18th January, 1884. [191

TALGAR AND COMPANY, HOUSE AND ESTATE AGENTS, RENTS COLLECTED.
BROWN, JONES & CO., UNDERTAKERS.
MOURNING STATIONERY, &c.
MONUMENTS ERECTED.
6, QUEEN'S ROAD EAST. [22

NOTICES TO CONSIGNEES.

TO CONSIGNEES OF OPTIONAL CARGO EX O. S. S. CO.'S S.S. "HECTOR," FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 16th inst., for shipment per steamer "LAERTES."
BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th December, 1884. [2295

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "HECTOR,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 10th December, 1884.

Goods undelivered after the 16th instant, will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th December, 1884. [2305

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, AND SINGAPORE.

THE Steamship "CAMBODIA,"

Capt. Wildgoose, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Japan unless notice to the contrary be given before Noon, TO-MORROW, the 10th instant.

All Claims against the steamer must be presented to the Undersigned on or before the 19th instant, or they will not be recognised.
RUSSELL & Co.,
Agents.
Hongkong, 9th December, 1884. [2308

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "WINGSANG,"

having arrived from the above Ports Consignees of cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignee's risk and expense.
JARDINE, MATHESON & Co.
Hongkong, 8th December, 1884. [2295

"SHIRE" LINE OF STEAMERS.

FROM HAMBURG, MIDDLESBRO LONDON, AND SINGAPORE.

THE Steamship "CARDIGANSHIRE,"

Courtney, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk, into the godowns of the undersigned, at Wanchai, No. 3, behind the premises known as "Blue Buildings" whence and/or from the wharves or boats delivery may be obtained.

Optional cargo will be forwarded on, unless notice to the contrary be given before 2 p.m. TO-DAY.

No Claims will be admitted, after the Goods have left the Godowns, and all Goods remaining after the 12th inst., will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, 5th December, 1884. [2209

INTIMATIONS.

THEATRE ROYAL.
CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB WILL PERFORM TOM TAYLOR'S COMEDY "STILL WATERS RUN DEEP" ON TUESDAY, the 16th instant.

Performance will commence at 9 P.M. Sharp.

Admission by Ticket only.

The Plan of the Theatre can be seen and seats secured at the CITY HALL, on SATURDAY and MONDAY NEXT, from 9 A.M. to 10.30 A.M.

Those who have not seen the lists and wish to subscribe for Tickets at $2 each will please send in their names to the Honorary Secretary.
H. J. H. TRIPP,
Hon. Sec.,
HONGKONG A. D. C.
Hongkong, 9th December, 1884. [2297

AMOY DISTRICT.

LOCAL NOTICE TO MARINERS, No. 17.

ANPING LIGHT EXTINGUISHED.

FISHER ISLAND AND SOUTH CAPE LIGHTS, CONTINUED EXHIBITION OF, NOT TO BE RECKONED ON.

IT is hereby notified that the Light on Fort Zealandia, at Anping, South Formosa, was extinguished on the 26th ultimo, until further notice.

Shipmasters are warned not to reckon on the continued exhibition of the Lights at Fisher Island and South Cape during the present blockade of the ports and coast of Formosa.
H. J. MEADE,
Harbour Master.

Approved:
J. McLEAVY BROWN,
Commissioner of Customs.
Custom House,
Amoy, 1st December, 1884. [2288

EXTRA EMPLOYMENT in KEEPING BOOKS required by a Gentleman who has a few hours a day to spare.
Address, by letter, to "V. Y.,"
Office of this Paper.
Hongkong, 9th December, 1884. [2300

SMALL SUMS to be ADVANCED on FIRST MORTGAGE on Real Property in Hongkong.
Apply, by letter, to "V. X."
Office of this Paper.
Hongkong, 29th November, 1884. [2233

TRICHORD COTTAGE PIANOS. Specially Manufactured for this Climate. Unrivalled for brilliancy and sweetness of tone. Price $235 only, for Cash. Payable by monthly instalments from $15, if required.
Apply to PROFESSOR A. VITA,
2, ALEXANDRA TERRACE.
Hongkong, 30th October, 1884. [1148

PORTLAND CEMENT.
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY WISE & Co.
Hongkong, 11th April 1883. [1118

INTIMATIONS.

VICTORIA REGATTA.

TWENTY-NINTH MEETING.

TO-MORROW (FRIDAY) AND SATURDAY, the 12th and 13th December, 1884.

PATRON:
HIS EXCELLENCY SIR GEORGE FERGUSON BOWEN, G.C.M.G.

VICE-PATRONS:
His Excellency Sir W. DOWELL, K.C.B., R.N.
His Excellency Lieut.-General SARGENT, C.B.
The Hon. Sir GEORGE PHILLIPPO, Knt.
Commodore MORANT, R.N.
The Hon. W. H. MARSH, C.M.G.

STEWARDS:

Colonel CRAWFORD, R.A.	Hon. W. KESWICK.
W. H. FORBES, Esq.	A. McIVER, Esq.
Colonel GRAVES, "The Buffs."	Captain R. E. PEARSON, R.N.
Colonel HOBSON, "The Buffs."	H. G. THOMSETT, Esq., R.N.
H. HOPPIUS, Esq.	Colonel WALKER, R.E.

COMMITTEE:

Hon. T. JACKSON, Chairman.	
C. S. ADDIS, Esq.	Major JACKSON, "The Buffs."
Captain DAVIS, R.N.	B. LATTON, Esq.
Lieut. GAMBLE, R.N.	
D. GILLIES, Esq.	

J. H. STEWART-LOCKHART, Esq.
Hon. Secretary.
H. R. COOMBS, Esq.
Hon. Treasurer.

JUDGES OF THE ROWING RACES:
H. J. H. TRIPP, Esq., and R. K. LEIGH, Esq.

UMPIRES AND STARTERS:
Rowing ..... { A. P. MACEWEN, Esq. / E. L. WOODIN, Esq.
Yachts ..... { E. BEART, Esq.
Open Sailing Boats ... { E. BUENIE, Esq.

JUDGE OF THE SAILING RACES:
Lieut. KEIGWIN, R.N.

FIRST DAY.
FRIDAY, 12TH DECEMBER, 1884.
FIRST RACE.—12.30 P.M.
"Junior Sculls." For Single Pair Sculling Boats. Entrance, $5. Distance, One Mile. Prize, "Brokers' Cup." Open to any one who has never won a Sculling Race in China or Japan.

SECOND RACE.—1 P.M.
For Gigs pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance, One Mile. Entrance, $1. First Prize, $15; Second, $5. Outrigged Boats excluded.

THIRD RACE.—1.30 P.M.
The "Chairman's Cup." For Four-Oared Canton Cutters.—Distance, One-mile-and-a-half. Entrance, $10.

FOURTH RACE.—2 P.M.
For Men-of-war's Gigs and Whalers. Distance, One Mile. Entrance, $1. First Prize, $15; Second, $5. Time allowed for Oars,—8 second per Oar.

FIFTH RACE.—2.30 P.M.
"American Cup." To be rowed in Canton Fours. Distance, One Mile. Entrance, $10.

SIXTH RACE.—3 P.M.
For Merchant Vessel's Gigs. Distance, One Mile. Entrance, $1. First Prize, $15; Second, $5. Time for Oars,—6 seconds per Oar.

SAILING RACE.
For Men-of-war's Boats, any rig. Entrance, $2. First Prize, $20; Second, $10.

SAILING RACE.
For Sailing Ships' Boats only. Entrance, $2. First Prize, $20; Second, $10.

YACHT RACE.
For Yachts over 10 Tons. Entrance, $5. Time for tonnage. Cup presented by the Victoria Recreation Club.

SECOND DAY.
SATURDAY, 13TH DECEMBER, 1884.
FIRST RACE.—12.30 P.M.
Senior Sculls.—For Single Pair Sculling Boats. Entrance, $5. Distance, One Mile. Prize, Cup presented by J. J. FRANCIS, Esq.

SECOND RACE.—1 P.M.
For Gigs pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance, One Mile. Entrance, $1. First Prize, $15; Second, $5. Winner of Second Race on first day, and Outrigged Boats excluded.

THIRD RACE.—1.30 P.M.
International Race. "Challenge Cup,"—For Four-Oared Canton Cutters. Distance, One Mile. This Cup to be won two consecutive years before being finally held. Won last year by Scotland. Entrance, $10.

FOURTH RACE.—2 P.M.
For House Boats and/or Gigs Pulled by Chinamen. Distance, One Mile. Entrance, $1. First Prize, $15; Second, $5. Time for Oars,—6 seconds per Oar.

SEVENTH RACE.—3.30 P.M.
"Chinese Cup." For Four-Oared Canton Cutters. Distance, One Mile. Entrance, $5.

EIGHTH RACE.—4 P.M.
For Merchant Vessel's Gigs. Distance, One Mile. Entrance, $1. First Prize, $15; Second, $5. Time for Oars,—6 seconds per Oar.

SAILING RACE.
For Men-of-war's Boats, any rig. Entrance, $2. First Prize, $20; Second, $10.

SAILING RACE.
For Sailing Ships' Boats only. Entrance, $2. First Prize, $20; Second, $10.

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FOURTH RACE.—2 P.M.
For House Boats and/or Gigs Pulled by Chinamen. Distance, One Mile. Entrance, $1. First Prize, $15; Second, $5. Winner of Sixth Race on first day excluded. Time for Oars,—6 seconds per Oar.

FIFTH RACE.—2.30 P.M.
"German Cup." To be rowed in Canton Fours. Distance, One Mile. Entrance, $10.

SIXTH RACE.—3 P.M.
For Men-of-war's Cutters. Distance, One Mile. Entrance, $1. First Prize, $20; Second $10. No time allowed for Oars.

SEVENTH RACE.—3.30 P.M.
"Ladies' Purse."—For Pair Oars. Distance, One Mile. Entrance, $5.

EIGHTH RACE.—4 P.M.
To be Rowed in 5 or 6-Oared Royal Naval Gigs or Whalers, by Officers of Ships of War in Harbour. Cup presented by the Members of the Hongkong Club. Time for Oars,—6 seconds per Oar.

NINTH RACE.—4.30 P.M.
"Members' Cup."—presented by Members of the Victoria Recreation Club. For Four-Oared Canton Cutters. Distance, One-mile-and-a-half. Entrance, $10.

SAILING RACE.
For all Open Boats, Chinese excluded. Entrance, $2. First Prize, $20; Second, $10.

YACHT RACE.
For Yachts under 10 Tons. Entrance, $5. Time for tonnage. Cup presented by the Victoria Recreation Club.

N.B.—Entrance for races 2 and 6, (First Day); 2 and 4, (Second Day); will close on Tuesday, the

NOTICE.

A. S. WATSON AND CO.
FAMILY AND DISPENSING
CHEMISTS,
By Appointment to His Excellency the GOVERNOR and His Royal Highness the
DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
ÆRATED WATER MAKERS.
SHIPS' MEDICINE CHESTS REFITTED
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or
HONGKONG DISPENSARY. 23

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, DECEMBER 11TH, 1884.

THE great question of Imperial and Colonial Defence has now been agitated for many years, and is at length, we are glad to know, receiving some attention from the British Government. General COLLINSON, and after him Captain, now Major, COLOMB, R.M.A., were the chief pioneers in agitating this question. In 1873 the latter read an able paper on "Colonial Defence" before the Royal Colonial Institute, and in 1877 he returned to the charge, this time with a paper on "Imperial and Colonial Responsibilities in War." Later, in the course of a lecture at the United Service Institution, the same gallant officer again drew attention to the British naval and military position in the North Pacific, and remarked that Hongkong still remained a solitary unarmed sentinel. After dwelling on the immense importance of efficiently protecting our naval bases, and commenting on the strategic value of defenceless Hongkong, he went on to say:—"If in these days an army marched on its stomach, a fleet cruised on its coals. He thought he was quite correct in stating that if war were to break out to-morrow it would find our fleets without any system by which their supply of coal could be assured, when communication would not be perfectly safe. All those matters and things it was expected could be arranged for at any moment by the happy inspiration of the surviving representative in the direct line of that board which HENRY VIII. created, ignorant of the existence of more than half the world. If we were plunged in a naval war to-morrow, and there were not sufficient garrisons forthcoming at once, the action of our fleets would be paralysed by having to protect their own bases from possible capture. When we boasted of our national wealth, our resources, and our scientific skill, let us remember that they were, for war purposes, at present localised in these islands, while the area of their application must extend over the globe." The truth of these remarks was obvious and undeniable, yet up to the present moment very little has been done to alter or improve the position. A few batteries were erected in Hongkong during the last war scare, but they have never been properly armed, and only within the last few months has it been decided to go on with the fortifications of the various naval and coaling stations. Recent events, however, have roused the advocates of Imperial defence to renewed efforts, and the Press have taken up the cry. Among the most recent utterances on the subject, a paper read at the Royal United Service Institution by Colonel Sir CHARLES H. NUGENT, R.E., on the 21st March last, merits special notice. It necessarily travels over much of the same ground that General COLLINSON and Major COLOMB have already covered, but much that he said is fresh, and his observations, we have no doubt, had their weight with the Government in coming to their recent decision on the question. The gallant Colonel agrees most fully with previous writers on the great strategic value of this colony and Singapore, concerning which he says:—

> The China Station is of considerable extent, comprising the North Pacific as far as the 170th meridian of east longitude, and touching the Australian station for the most part at the 12th parallel of north latitude, but the waters of the North Pacific are nearly islandless, and our interest lies on its western shores; here we are concerned not only on account of the trade of China, Japan, and the Straits Settlements with this country, and of the large local Australasian trade, amounting in all to £78,000,000, but on account of the strong military position we have established at Hongkong, whence we are able to interpose whenever the action of the Russo-Pacific force may render interposition on our part necessary.
>
> Looking to what our countrymen are doing among the islands of the Pacific, this position of Hongkong is of an importance which must increase steadily in the future; as the terminal of our most distant Naval Station, and face to face with an ever-watchful rival, it should be provided with exceptional resources both for its own protection and for coaling and refitting the heaviest ironclads.
>
> General Collinson considered the value of Hongkong had been impaired by the extension of our trade to Japan, and by the position assumed by Russia on the north-east coast of Asia, and in a less degree by the development of the United States on the north-west coast of America, and he urged, I think, that we should seek a position nearer Japan, but I am not disposed to advance 1,200 miles in that direction, at least for the present, the rather that much has been done at Hongkong.
>
> Possibly we might attain our end by alliance with Japan, and this may be worthy of consideration, as Japan is not only highly civilized, but densely populated, viz., 38,000,000 in an area of 148,000 square miles with a coast-line of 3,900 miles in extent.
>
> The next Coaling Station connecting Hongkong with Ceylon and the Indian Station, is conveniently placed at Singapore, about 1,500 miles from each. It is the centre of an important local trade, and presents considerable facilities for defence which are being extended and improved.
>
> In this direction the China Station is well provided, but in the other and more remote direction, towards the eastern side of Australia and towards New Zealand, a station is much required; perhaps a convenient position may be found in New Guinea, if it be in whole or part annexed to the Australian territories;—or some convenient island may be acquired. Torres Straits have been examined, and the islands in, or in the vicinity of, the waters, but no island has yet been found from which all the known channels can be successfully commanded.
>
> The great lines of steamers which make use of those waters have established depôts, as yet small depôts, of coal at Thursday Island; this island is not, I believe, entirely satisfactory for military purposes, but if no more satisfactory position can be found it should be made use of, and the coal stored there placed in security; if a more satisfactory position can be found, then merchants should be induced to remove their coal to it, and measures should be taken to defend it.
>
> At any rate the distance between Hongkong and Sydney, about 6,000 miles, is so great that we cannot dispense with an intermediate Coaling Station.

When seeking for an intermediate coaling station between Hongkong and Sydney, Sir CHARLES NUGENT apparently overlooked Port Darwin, which will one day be the great port of North Australia, and is only ten days' steaming from this port. No doubt a naval station will be founded on the coast of New Guinea, and, lying farther east and commanding the other side of the Torres Straits, this would prove extremely valuable as a link in the chain of communications. Another station farther north and east is needed, as Admiral RYDER strongly urged in the discussion that ensued on Sir CHARLES NUGENT's paper, and we quite agree with the gallant Admiral that it would be impolitic to rely on the friendship of Japan in the event of a war with Russia, for we could not expect the former country to make an enemy of so near and formidable a neighbour for our behoof. In the meantime Hongkong is the Far Eastern terminus of the British chain of communication, and must remain so unless Quelpart or some other island can be purchased from Korea or China for the purpose. It should therefore be thoroughly fortified and amply supplied with stores of all kinds and war *matériel*. A new dock, capable of accommodating the largest ironclads, is now in course of construction at Kowloon, and when completed Her Majesty's ships of all sizes will be able to dock, repair, and refit here as well as in England. The defensive works have been commenced, and we are now chiefly concerned to see that they are thoroughly carried out, and that the armament is sufficient. We sincerely hope, and it is the business of this Government to see—especially considering that the Colony has been asked to contribute the cost of the works—that the port shall be rendered secure against attack and not left dependent upon the fleet, which in the event of war would be wanted elsewhere. General Sir LINTORN SIMMONS, R.E., an eminent authority, says very pointedly:—"Fortifications and defences of an imperfect character are almost worse than no defences at all; they are a snare and a delusion." We are confident that both General SARGENT and Colonel WALKER will echo this remark, and we can rely upon their pushing the defence works on and rendering them as effective as possible with the funds at their command, but the questions to be considered are, whether the armament will be as powerful as it should be, and whether we have the force to properly man these fortifications when completed. Concurrently with this question that of strengthening the Squadron in these waters comes into prominence. Admiral Sir W. DOWELL fully recognises the necessity for this measure, and has asked for reinforcements. The Admiralty so far have done nothing but promise. The *Agamemnon* has been ordered out, but it is at least doubtful whether she is fit for service, and no other vessel has been named. If the Franco-Chinese difficulty ended to-morrow, we should probably hear no more about this ironclad, and it is more than likely that the scheme of fortifications here would be proceeded with in a dilatory and half-hearted way, if not altogether suspended. The Imperial Government are indeed slow to move, and they require constant pressure from the public to compel them to adopt measures for the protection of national interests. They have been compelled, by a public outcry, to review the condition of the Navy, and there is some hope that in the next few years more will be done towards enabling Great Britain to retain her supremacy on the seas, a supremacy that is the sole guarantee for the preservation of her vast but scattered empire.

The French ironclad frigate *Triomphante*, Captain Baux, left here yesterday for Kelung.

The British steamer *Iolani* went round to Aberdeen yesterday, and the German steamers *Signal* and *Olympia* go over to Kowloon to dock to-day.

The United Service Lodge, No. 1,341, has elected the following officers for the ensuing year:—Wor. Master, Bro. J. Robertson; Treasurer, Bro. J. Hatcher; and Tyler, Bro. J. Maxwell.

The French gunboat *Vipère*, Captain Lapeyrère, arrived here from Haiphong yesterday. Up to the time of leaving that port, the 6th instant, there had been nothing of any importance to report.

At the regular meeting of the Bethen Lodge of M. M. Masons, No. 264, held on Tuesday, the following officers were elected for the ensuing year:—W. M., Bro. E. C. Ray; Treasurer, Bro. H. N. Mody; Tyler, Bro. J. R. Grimble.

From an announcement in our advertising columns it will be seen that Mr. Gillies has, with his usual kindness, placed the steam tug *Fame* at the disposal of the Regatta Committee for the conveyance of visitors to the flagship.

The Chinaman who was found by Inspector Quincey in Queen's-road West on Monday night, apparently bent, from the nature of his inflammable equipment, on an incendiary expedition, was before Mr. Wise at the Police Court yesterday morning on remand, and he was committed to prison for six months' hard labour.

The hearing of the Teat Tsz Mui murder case at the Police Court was further remanded yesterday morning. The case will now be heard before Mr. Wodehouse to-day, and a great deal of the ground which had been covered by Mr. Mackean may be re-traversed. There is as yet the one prisoner in custody who was seen in possession of the bangle alleged to have been worn by the murdered man on the day of his death.

The Chinese cook and steward charged with wounding Mr. Hammond, the chief officer of the American ship *Luzon*, were before Mr. Wise on remand at the Police Court yesterday morning, and Mr. Caldwell made considerable efforts to obtain the discharge of the second prisoner, on the ground that the evidence did not implicate him in the wounding, but his Worship was of opinion that there was sufficient evidence to justify his being committed for trial. Mr. Caldwell said he had other witnesses in addition to those who had already given evidence, but as his Worship was fully decided upon committing both prisoners for trial, these were not called.

Yesterday afternoon an inquest was held at the Tung Wah hospital before Mr. H. E. Wodehouse, coroner, and Messrs. J. Cook, H. R. Loxley, and J. M. Jesus, as jury, on the body of Leong Fui, a coolie employed in carrying building rubbish at No. 41, First-street, which is in course of erection. It appeared that deceased had to walk on some planking which was placed across the beams on the first floor, the boarding of the floor not having yet been finished; the plank, which was very thin and weak, gave way and deceased fell through the beams on to the ground floor on some stones, injuring his legs and arms, from the effects of which he died on Tuesday morning at three o'clock. Inspector Mathieson said that he had made inquiries and found that there were no suspicious circumstances in connection with the case, and he undertook to warn the contractor of the building to be careful about what planking he used for the workmen to walk across. The jury returned a verdict of accidental death.

The existence of an abuse which has become connected with the emigration traffic was brought to light at the Police Court yesterday morning. Four or five Chinese with broken heads and other evidences of some exceedingly rough handling came before the court as complainants against six or seven boatpeople, whom they charged with being some of the authors of their injuries under the following circumstances. The defendants, they allege, are some of a large clique of boatpeople who carry on a system of squeezing emigrants for Singapore and other places in a manner which, though the police have discovered it before, has not hitherto been publicly made known. A large number of the boatpeople will get on board the emigrant steamers with the usual mat under their arm, and before the *bona fide* emigrants embark they spread out their mats and take up a large portion of the space allotted. Then, when the emigrants come on board, many find no place to spread their mats, and the workers of this scheme refuse to give them the space they occupy unless they pay a squeeze which they demand of so much per space for one person. In this way they blackmailed a number of passengers until a few days since, when their proceedings met with some check at the hands of the complainants, who are emigrant boarding house runners. Their passengers objected to the squeeze, and the runners interposed on their behalf and frustrated the defendants and their friends. The blackmailers determined on being revenged on the runners, and they carried out their resolve in a thoroughly Chinese manner. Gathering together a force of their ruffianly gang strong enough to leave no doubt of their power to thrash the runners, they went in a body to their house on Tuesday, and gave them a most unmerciful hammering with fighting irons and other instruments dear to the heart of the Chinese rough, and did not desist until the unfortunate runners were in a very sorry plight, covered with blood and bruises. The runners made their way to the Police Station, and told their story, and the defendants were either arrested or summoned. The case came before Mr. Wodehouse, who regarded the statements made as serious, and he adjourned the case for a week to enable Inspector Grey to institute inquiries. Bail was allowed the defendants.

LATEST TELEGRAMS.

LONDON, 9th December.

THE SILVER CURRENCY IN THE UNITED STATES.

A Bill has been introduced into the House of Representatives at Washington providing for the suspension of the coinage of silver for three years.

SIGNOR VITA'S CONCERT IN ST. ANDREW'S HALL.

There was not a crowded attendance at the St. Andrew's Hall, City Hall, on Tuesday evening on the occasion of the concert given by Signor and Signora Vita, but there was an appreciative audience, which included His Excellency the Governor. Signor and Signora Vita came to this colony less than a year ago, and they inaugurated their arrival here by a concert which proved very successful. The second concert was also very enjoyable, though the addition of another vocal solo or two would have been appreciated. The programme was opened with a sestette, by some well-known gentleman amateurs. The piece selected was "Evening," by L. de Call, which added to the merits of its composition that of not being hackneyed. It is a piece of excellent harmony, the different parts were all well balanced, and it went smoothly and well from beginning to end. The same gentlemen wound up the programme with the old favourite glee "The Chafers" (Trulin and here again they gave evidence of good practice, the sextette going with a fine regular swing, and plenty of life was infused into it. The audience testified their approval by a determined *encore*. The instrumentalists were Signor Vita, Monsieur Piron, a gentleman amateur, and three lady pianists. Signor Vita gave two solos on the piano, and took part with Monsieur Piron and the gentleman amateur in a trio for violin, violoncello, and piano. The mastery of Signor Vita and Monsieur Piron on their respective instruments are well-known, and it will suffice to say that they were both up to their usual mark, but the amateur violinist practically made his *début* in this colony as a soloist, and the music-loving portion of the community may congratulate themselves on a decided acquisition to the ranks of local instrumentalists. His powers were more fully displayed in the nocturne in the second half of the programme, which he rendered in a thoroughly artistic way, and received a long and well merited round of applause from the audience. Signora Vita appeared in three items, the first being the well-known but ever popular romanza, "Oh mio Fernando," from "Favorita," in which her well modulated, though not very powerful, voice was heard to much advantage. In her duet with a gentlemen amateur "Blow, ye freshening breezes" the Signora was also very successful, but in her rendering of the English song "Come, Pretty Roses" she fairly carried the house with her, her rendering of it being charming, and her Italian accent in no way detracting from the enjoyment of her hearers, who redemanded the song, the *encore* being obligingly acceded to by the songstress. The gentleman amateur who took part with Signora Vita in the duet is a well known and popular local singer; he sustained his part with his usual ability, and in the second part sang "The Echo" in capital style. The six-handed performance on the pianoforte by three lady amateurs, which formed the overture to the second part of the programme, was admirably executed and went off with *éclat*; a pianoforte trio on one instrument is rather a novelty, and the audience consequently looked for it with some interest, and accorded a very hearty round of applause to the performers. Signor Vita gave two solos on the pianoforte, and acted throughout as accompanyist to the singers and to the violinist, showing himself to be a master of his instrument, which appeared to be one of much power and excellent tone.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday afternoon. There were present:—

His Excellency the Governor, Sir GEORGE FERGUSON BOWEN, G.C.M.G.
Hon. Sir GEORGE PHILLIPPO, Chief Justice.
Hon. W. H. MARSH, C.M.G., Colonial Secretary.
Hon. E. L. O'MALLEY, Attorney-General.
Hon. A. LISTER, Colonial Treasurer.
Hon. J. M. PRICE, Surveyor-General.
Hon. F. STEWART, Registrar-General.
Hon. W. KESWICK.
Hon. T. JACKSON.
Hon. F. D. SASSOON.
Hon. WONG SHING.

MINUTES.

The minutes of the previous meeting were read and confirmed.

EXPENDITURE.

The COLONIAL SECRETARY laid on the table three minutes of His Excellency the Governor asking the Council to vote certain sums for public purposes.

The minutes were read by the ACTING CLERK OF COUNCIL. The first recommended votes of sundry small sums for various purposes, including a grant of $720 for the services of a Roman Catholic Chaplain in the Gaol and the Civil Hospital, $3,000 for the time ball, $1,200 grant to City Hall, and $7,000 for sanitary works.

The COLONIAL SECRETARY—I move that this be referred to the Finance Committee. The Finance Committee has not yet been appointed, but I shall move it in a few minutes, and shall be able to lay before it all the explanatory papers with reference to those votes.

The COLONIAL TREASURER seconded.
Carried.

TYPHOON DAMAGES.

The second minute recommended a vote of $19,180 for repairing damages caused by the typhoon of 10th September.

The COLONIAL SECRETARY—This has been agreed to by the Finance Committee, so that I move it be voted; but only about one half of it will be expended this year, so I will have to move for a revote.

The COLONIAL TREASURER seconded.
Carried.

THE DEFENCE WORKS.

The third minute was as follows:—

£55,625 required for the erection of the additional Colonial defences as explained in the despatch from the Right Hon. the Secretary of State for the Colonies which has already been laid on the table.

In anticipation of a vote of Council the Governor has already authorised the expenditure of $1,235.73 on this account during the month of November. A further sum of about $2,200 will probably be required during the present month, and as far as can be foreseen about $200,000 will be expended during the course of next year. The remainder of the sum will not be required until 1886.

The COLONIAL SECRETARY moved, that the minute be referred to the Finance Committee.

The COLONIAL TREASURER seconded.
Carried.

COMMITTEES.

The COLONIAL SECRETARY—I now have to move the re-appointment of the several standing committees of Council, and I also move, with the approval of the Governor, that these committees be empowered to sit during any prorogation or adjournment of Council. I move that the Finance Committee consist of the whole Council; the Law Committee of the Hon. the Attorney-General (Chairman), the Hon. the Colonial Treasurer, Hon. P. Ryrie, Hon. E. D. Sassoon, and Hon. Wong Shing; and the Public Works Committee, the Hon. the Surveyor-General (Chairman), the Hon. the Colonial Secretary, the Hon. the Registrar-General, Hon. W. Keswick, and Hon. T. Jackson.

The COLONIAL TREASURER seconded.
Carried.

THE STAMP ORDINANCE.

The ATTORNEY GENERAL—I have to ask leave to introduce a Bill to amend the Stamp Ordinance, 1884. The object of the Bill is to make one or two trifling amendments in the Ordinance passed during the last session of the Council. It is proposed to exempt receipts given by officers or soldiers of Her Majesty's forces in the colony for money paid out of Imperial revenue. Some small amendment is made in article 8 of the schedule, and an amended provision is made with reference to the stamping of documents brought into court.

The COLONIAL SECRETARY seconded.
The Bill was read a first time.

BANKERS' BOOKS EVIDENCE.

The ATTORNEY-GENERAL—I have to ask leave to introduce a Bill entitled the Banker's Books Evidence Ordinance, 1884. The object of this Ordinance is to supersede Ordinance 7 of 1882 by provisions more in accordance with the existing law relating to bankers' books evidence in England.

The COLONIAL SECRETARY seconded.
The Bill was read a first time.

WEIGHTS AND MEASURES.

The ATTORNEY-GENERAL—I have to ask leave to introduce a Bill entitled the Weights and Measures Ordinance, 1884. The object of this Ordinance is to make provision regarding weights and measures in supersession of the existing Ordinance.

The COLONIAL SECRETARY seconded.
The Bill was read a first time.

CHARGES ON TRUST ESTATES.

The ATTORNEY-GENERAL—I have to ask leave to introduce a Bill to amend Ordinance 7 of 1873. The object of the Ordinance is to amend section 6 of Ordinance 7 of 1873 by making new provision on a somewhat different scale from the existing scale for charges on trust estates administered by the Official Trustee.

The COLONIAL SECRETARY seconded.
The Bill was read a first time.

MERCHANT SHIPPING BILL.

The ATTORNEY-GENERAL—I have to ask leave to introduce a Bill entitled the Merchant Shipping Ordinance Amendment Ordinance, 1884. The object of this Ordinance is to make certain amendments in section 16 of the Merchant Shipping Ordinance, 8 of 1879, with reference to the fees payable on the engagement and discharge of sailors by the Harbour Master and Consular officers. There is also a section making provision with regard to the report to be made by masters of vessels arriving in the colony touching any death that may have occurred on the voyage. This is in connection with an Ordinance I shall have to introduce later in the Session for the better administration of the estates of persons dying on board vessels on their way here.

The COLONIAL SECRETARY seconded.
The Bill was read a first time.

UNCLAIMED BALANCES.

The ATTORNEY-GENERAL—I have to ask leave to introduce a Bill entitled the Unclaimed Balances Ordinance, 1884. The object of this Ordinance is to make provision for appropriation to the public revenue of certain unclaimed balances which are in the Treasury to the account of intestate and also bankrupt estates and to make provision for the future appropriation of such balances subject to certain conditions after a limited number of years. It consolidates the existing law as embodied in Ordinance 6 of 1854, 1 of 1857, and 7 of 1869, and it repeals those Ordinances.

The COLONIAL SECRETARY seconded.
The Bill was read a first time.

The ATTORNEY-GENERAL—I give notice I shall move the second reading of these Bills at an early meeting.

ADJOURNMENT.

The COLONIAL SECRETARY—I would ask my hon. friends if they could meet here on Tuesday at three o'clock in Finance Committee—I think that is the most convenient day—when these different votes laid before the Council can be examined. I beg to move the adjournment of the Council until Wednesday next at four o'clock.

Carried.

SUPREME COURT.

10th December.

IN ORIGINAL JURISDICTION.

BEFORE THE HON. SIR GEORGE PHILLIPPO, CHIEF JUSTICE.

GEORGE R. STEVENS & CO v. BURRELL AND SONS.

Mr. Francis, instructed by Messrs. Sharp, Toller, and Johnson, appeared for the plaintiffs; the Attorney-General (Hon. E. L. O'Malley), and Mr. A. G. Wise, instructed by Messrs. Brereton, Wotton, and Deacon, for the defence.

A special jury was empannelled composed of the following gentlemen—Messrs. A. McClymont, A. McConachie, T. Arnold, D. Ruttonjee, P. A. McEwen N. A. Siebs, and E. Burnie.

It was pointed out by Mr. Francis that Messrs. Siebs and Burnie were to be called as witnesses in the case, but the number of gentlemen in attendance was so small that there would not have been enough for a jury without them.

His Lordship observed that these gentlemen were only called to give professional evidence in the case, and would not be biassed in any way, and if neither side objected to them there was no reason why they should not act upon the jury.

Mr. Francis offered no objection to Captain Burnie, and the Attorney-General offered none to Mr. Siebs, who was called by the plaintiffs.

Mr. E. Mackintosh was also called, but was objected to, and Mr. T. H. Whitehead was allowed to stand aside as he represented that it would be extremely inconvenient for him to be absent from the bank, as his assistant manager was away. Messrs. H. Dalrymple and D. Gittes were also called, but did not answer to their names, and in answer to a juryman his Lordship said they would have to furnish some reasonable excuse.

Mr. McClymont observed that in a recent case special provision was made for the remuneration of the jury, and he said the jury would be glad if the counsel in the case would follow that precedent in this case, as it promised to be a long one.

His Lordship said there was no call upon the parties to do it, and he remarked that a common jury had to try a case without any remuneration.

Mr. Francis, after consulting with the rest of the legal gentlemen, said he had agreed with the Attorney-General to give the same terms that had been agreed upon before, viz. that for the first day's sitting the jury should have the $10 per man allowed by law, and for every day after that they should have the same amount paid them jointly by each party in any event, each side providing its half independently of which way the case might be decided. On the previous occasion there was some mistake by which the jury were overpaid $10 each, receiving $20 the first day, the $10 allowed by law, and an additional $10. That was a mistake, of course, and there was no intention of doing it again.

Mr. Francis then proceeded to open his case. He said the action was based upon certain warranties with regard to the speed and carrying capacity of the British steamer *Hungarian*, which the plaintiffs, who were then running a line of chartered steamers from this colony to Australia and on the Chinese coast, chartered of Messrs. Burrell and Sons of Glasgow, through their agents in this colony, Messrs. Arnhold, Karberg and Co. The plaintiffs were George Richard Stevens and Horatio Gay James, who were the partners of Messrs. George R. Stevens & Co at that time. In January 1881 they were desirous of chartering a steamer with which they would be able to run successfully as to speed, &c., against the *Killarney*, or the *Canton* or other steamers running for the Eastern and Australasian S. N. Co. and they entered into negotiations with Mr. George Holmes, who acted as broker to Messrs. Arnhold Karberg & Co., with reference to the *Hungarian*. The result of the correspondence that took place was that a charter party was entered into on the 18th January, 1881, in which the steamer was represented as having a carrying capacity of 33,000 piculs or thereabouts, apart from her bunker space, which would accomodate about 400 tons of coal. It was also represented that on a consumption of 12½ tons of Cardiff coal per day the vessel would steam about 9½ knots an hour in smooth water, and a guarantee of 11 knots was given upon a consumption of about 17 tons per day. The charter party set out that the vessel's registered tonnage was 984 tons net, and her engines 64 horse power nominal, and that she was built at Glasgow in 1879; that she was properly manned, and her engines and fittings in good order, and all the usual stipulations, of which the speed and the carrying capacity were the only particulars which materially affected this case. The charter was for a period of twelve months, with the option of taking her for another similar period at the expiration of the first charter, at $6,750 per month. Mr Francis said the agreement was made on the faith of the representations with regard to the speed and carrying power of the vessel, and of the two things, speed was probably the more important. There could be no question as to the authority of the agents in this matter, as they got their instructions from the late master of the steamer, who was part owner of her, and there was a very extensive correspondence between the parties. Subsequently complaints were made that the vessel was deficient in speed and carrying capacity, and the defendants or their agents never repudiated the statements made. The vessel went eight voyages under her charter, the first one commencing on the 6th March, from Hongkong to Australia via the Torres Straits, and she arrived back on the 5th June. She was supplied with Cardiff coal delivered direct from the ship which had brought it out. The second voyage was also to Australia, via Foochow, lasting from the 6th June to the 8th Oct., Cardiff coal being supplied her again direct from the ship. The third voyage lasted from the 8th October to the 20th January, 1882, to the Australian ports via Singapore, Java &c, and back, Cardiff coal being again supplied. The fourth lasted from Jan. 30th to Feb. 23rd, being a short voyage to Nagasaki with coal back, local coal being then used for the engines. The fifth voyage occupied from the 24th Feb. to the 28th May, and was from Hongkong to Taku and Formosa, carrying a cargo of sugar to Sydney, back to Shanghai and Nagasaki and thence to Hongkong. The sixth voyage was from May 19 to Aug. 31st, the vessel going to Australia and back via Foochow and Shanghai, and previous to the voyage she had her bottom thoroughly cleaned, and was provided with Cardiff coal. The seventh voyage was from the 31st August to the 23rd November, to Australia via Foochow, for which she was supplied with Cardiff coal; and the eighth voyage, which terminated the charter, lasted from the 24th Nov. to the 23rd of March, 1883, from Hongkong to Singapore and Australia and back. The vessel was again supplied with Cardiff coal. Mr. Francis said he proposed to draw special attention to two or three voyages, which might be regarded as tests of speed and carrying capacity. Carrying capacity was not a matter that could be easily tested at any time, and it was only on the voyage from Nagasaki with coal that this test could be fully performed. On the second voyage the Captain received special written instructions not to spare the coal, but to make the best passage he possibly could, as he was running in opposition to the *Canton*. She was provided with Cardiff coal, and burned 15 or 16 tons per diem, but instead of making the guaranteed speed on that consumption, she could only average nine knots an hour to Port Darwin, with fine weather and smooth water, and never exceeded it. The result was that a formal complaint was lodged with Messrs. Arnhold Karberg & Co, and notice was given them that a heavy claim for compensation would be made in respect of the vessel's deficiency in speed. On her fourth voyage, to Nagasaki and back, it was found that instead of being able to carry 33,000 picals of cargo independent of bunker accomodation, she was only able to carry 32,000 picals, including the bunker space, though she was loaded down as low as she could be put. She was deficient to the extent of 5,007 picals. On the 6th voyage she carried tea to Australia from Foochow and Shanghai. The vessel's bottom was cleaned, she was supplied with Cardiff coal, and the master had instructions to make the best possible speed, no matter how much coal he burned. The vessel consumed 15 or 16 tons of coal a day, and made the best time she ever did under the charter, but she did not exceed nine or nine and a half knots, as the jury would see by looking at the log book, and then she had all sail set. The best evidence of speed, &c., was, of course, the log book, and they had the engineers' log book for the last five of the eight voyages, but the log as to the first three plaintiffs were unable to get. After the complaint was lodged with Messrs. Arnhold, Karberg & Co as to the deficiency in speed and carrying capacity of the steamer in January, 1882, the letter communicated at once with Messrs. Burrell & Sons, who immediately wrote to Capt. Allason, for the log books for the three voyages. He got the letter at Takao, and sent the log books. The plaintiffs had applied for these logs, and they were then informed that they had been destroyed by the defendants in the ordinary course of business when clearing a lot of waste paper out of a safe, not knowing then that there was the least question arising as to the speed or carrying capacity of the steamer. Mr. Francis believed the jury would be satisfied on the facts that would be proved that this was not correct. Certain extracts from the log which had been furnished to Mr. James would be put in evidence, but they would, of course, give but a very incomplete record, and nothing would be said as to the various conditions of wind and weather under which the recorded speed had been made, nor the amount of coal burned. The guarantee was not only for a certain speed, but a certain speed on a certain consumption of coal.

The Attorney-General—And under certain conditions of weather.

Mr. Francis said the stipulation was smooth water, but they were not the conditions of a vessel going on a trial trip over the measured mile with a light draught, and he thought the jury would come to the conclusion that the charter party only contemplated in the use of that term ordinary fine weather and smooth sea such as is to be found at sea, and the vessel to be carrying at the time a good cargo. The plaintiffs did not say that the vessel had never done nine or nine and a half, or even ten knots at any time, but they said she had done so but very rarely, under special conditions of wind and weather, and upon a consumption of about 16 tons of coal per day. Her warranty in respect of speed and coal consumption had not been fulfilled, and she was nearly 400 tons short of the carrying capacity she was stated to have, and on the faith of which the plaintiffs agreed to take her and pay the amount stipulated. Instead of being able to do nine and a half knots on a consumption of 12½ tons of coal per diem, she would not have been able to do more than eight knots on that consumption. She did very little better on 15 tons of Cardiff coal per day. The claim for damages would be the difference between the price they had paid, and the price it would be shown they ought to have paid for a vessel of that speed and carrying capacity under ordinary circumstances. The particulars set out that instead of the vessel doing 9½ knots on 12½ tons of coal per day and 11 knots on 17 tons, the vessel was only mentioned once in the log to have attained a speed of eleven knots, and that was under special conditions. As to her consuming 17 tons of coal per day, the construction of her furnaces precluded her burning so much. Plaintiff paid on the charter $6,750 per month for this vessel; it would be shown that a proper price to have paid for one of the speed and carrying capacity she turned out to be possessed of was only $5,750, $1,000 less per month. The price paid for the 24 months was $162,000, with the exception of a deduction for 21 days during which the vessel was in dock, which would reduce it to $157,275. The price they should have paid for the 24 months was $138,000, and deducting the allowance for the 21 days dockage from that, it was $133,968, and this was $23,307 less than they had actually paid. From this again must be deducted two per cent. commission which would have to be paid elsewhere, and the amount left was $22,841, which was the sum now claimed. The defendants' answer to the petition admitted many of the facts therein stated, but affirmed that the vessel was of the speed on the coal consumption stated, and of the carrying capacity set forth in the charter in smooth water and on short voyages, and if the vessel did not attain the speed stated under the conditions specified, it was because the plaintiffs used inferior coal. There was also a question of ownership on the part of the second defendant, but Mr. Francis said that was easily disposed of, as if he had no interest in the vessel at the time the charter party was entered into, they would ask for no verdict against him, but only against Mr. Burrell if he was at that time the sole partner of the firm. It would be a question for the jury first whether the vessel was warranted for a carrying capacity of 33,000 picals irrespective of her bunker space, and secondly whether her speed and consumption of coal were guaranteed as he had stated. If she had not fulfilled that warranty, he should submit his clients were entitled to judgment at their hands for the damages claimed, as he should be able to show that the plaintiffs could have chartered other steamers of the capacity of the *Hungarian* in these respects at $1,000 less per month. There was an alternative question of damages in the shape of putting it as loss of profit sustained from the deficiency of carrying power, speed, and increased coal consumption. It was impossible to give direct evidence of these losses, but in addition to the test they had been able to give of the vessel's carrying capacity, it had been tested since then in bringing cargoes of rice from Saigon, and it was found she could only carry 29,900 picals instead of 33,000, a deficiency of 3,700. With the competition that was then existing, it was of the utmost importance that the vessel should have a reputation for speed, and be able to beat other steamers on the line. Of course he could not claim both for damages for loss of profits and the difference of price between what should have been paid, and what was actually paid in consequence of these representations, but he claimed the damages for loss of profit, &c., as an alternative claim. There would be but little *viva voce* evidence taken in the case. The bulk would be the written *de bene esse* evidence of the parties taken three or four years ago, and the evidence of witnesses taken before a commission in England. The Attorney-General and himself had agreed to put in the evidence as taken subject to any objections that might be taken to it, and they would ask that the verdict of the jury should be given subject to any points of law that might be reserved for his Lordship to decide.

The following evidence was then taken:—

Mr. H. G. James said he was formerly a partner in the firm of George R. Stevens & Co., the plaintiffs in this case, and he ceased to be so on the 1st January, 1883. The firm was engaged in the carrying trade to Australia, and on the China coast. They had been engaged in that business since 1878, and had chartered many steamers during that time. In January 1881, there was the usual opposition of the Eastern and Australasian S. N. Co., and they were looking out for a fast steamer to compete with the vessels of that line, the *Menmuir*, *Tannadice*, *Canton*, *Killarney*, &c. The firm chartered the *Hungarian* from Messrs. Arnhold, Karberg & Co., as agents for the owners, through Mr. George Holmes, as broker. Mr. Holmes produced a memorandum of the particulars of the speed, carrying capacity, &c., from Messrs. Arnhold, Karberg & Co., and they had a good deal of correspondence. The carrying capacity was said to be 33,000 picals, exclusive of 400 tons bunker space, and her speed 9½ knots on 12½ tons of Cardiff coal per day, and 11 knots on 17 tons. A charter-party was entered into between his firm and Messrs. Arnhold, Karberg & Co. (duplicate charter party produced). This was signed at the same time. The speed and capacity guaranteed was for short voyages, and he should say that would be answered by a voyage of ten days up the Coast of China, or to Nagasaki. He should consider a voyage from Nagasaki to Hongkong an extremely short voyage; it was about four days. By smooth water he should understand ordinary weather at sea. The witness then gave particulars of the voyages of the vessel as mentioned by counsel in his opening address. He also produced the vouchers for the coal put on board and the contract notes for the purchase of the same. On her first three voyages she was supplied with Cardiff coal, but not on her fourth and fifth. On her sixth voyage she coaled at Shanghai, with Cardiff coal. On her seventh voyage only a portion of her coals were Cardiff, 70 tons. On her eighth voyage she had Cardiff coal. During the charter there were no complaints either from the master or chief engineer as to the quality of the Cardiff coal, but they used to complain sometimes that the Australian coal was dusty. On the voyages from Australia to China she always had Australian coal. Witness saw the log book after each voyage. He did not think he had ever seen an entry in the log book as to the coal. The first voyage was an ordinary general cargo voyage, and he had no opportunity of judging then as to her capacity, and as to speed she had no instructions to make extraordinary speed. He made no complaint at the end of that voyage. On the second voyage she carried tea from Foochow. Captain Wise was in command at that time. (Letter put in instructing the captain to make a quick passage, and if he was running in opposition to another steamer to get all the speed he could out of the vessel on the quantity of coal named in the charter party, but if not in opposition it would not be necessary to burn the full amount of coal). There was no complaint that voyage as to carrying capacity because she was carrying light cargo, but there was a complaint as to want of speed. According to witness's recollection of the log book the average speed was not more than nine knots. Did not remember the average consumption of coal; it was not up to 17 tons but was over 12½—about 16. The Captain complained he had had rough weather, which he said accounted for his not coming up to the guaranteed speed. According to the engineer's log book produced the consumption appeared from the 29th June to 20th July to have been 12½ tons per day. The number of revolutions during the same period was 59, 60, and 61. Witness did not communicate with Messrs. Arnhold, Karberg & Co. at that time. Her third voyage was not a test voyage. On the 5th January, 1882, he wrote to Messrs. Arnhold, Karberg & Co. on the subject of the speed and capacity, telling them plaintiffs would have to put forward a heavy claim for shortcomings. Did not recollect whether that letter was replied to. He judged of her carrying capacity by the cargoes of coal brought up from Australia. Allowance had to be made for space for light cargo and passengers, but after making allowance for this he was of opinion the vessel ought to have carried more coal. On the 30th January he wrote another letter to Messrs. Arnhold, Karberg & Co. informing them the vessel was about to be sent to Nagasaki on a test voyage and would return with a full cargo of coal to test her dead weight capac

stealing clothing to the value of $20, the property of one Chiu Ahung, on the 6th inst.

Complainant lived at the Min Heung tea shop in Queen's Road West, and on the night of the 6th his boxes were broken open and his clothes stolen. He subsequently found pawn tickets relating to the property in the possession of the defendant, who was an employé of the shop.

Defendant was sentenced to six weeks' hard labour.

THE ALLEGED CASE OF ROBBING A BLIND WOMAN.

Chen A I, widow, was brought up, on remand, on the charge of being concerned in stealing a silver hairpin from the person of a blind woman, named Ho Akin, on the 5th inst.

It will be remembered the blind woman alleged that defendant was her leader, and on her representations she went to a house on an agreement for singing, but when she got there she was seized by two or three men, who attempted to gag her, but her cries brought assistance, and she was only robbed of a hairpin. When the woman went to the Station to make her complaint, her hair and clothing were disordered as if she had had a violent struggle, and she was wearing only one earring. The other was found at the house where the robbery was alleged to have taken place.

There was no evidence against the defendant, and she was discharged.

EVIL INTENT.

Ho Achak, carpenter, was charged with having been found in house No. 47, Bonham Strand, for an unlawful purpose, on the 7th inst.

The defendant went into the next house to that on fire on Sunday night, and was caught removing the effects inside. He had no authority to do so, and he was given into custody. As he alleged he was acquainted with some of the coolies in the house, and was working for them, Inspector Perry took him there, and made inquiries, but he was unknown to any of the employés.

Ordered to find two sureties of $10 each for his good behaviour for six weeks, and in default committed for a fortnight.

UNLAWFUL POSSESSION.

Li Afat, hawker, was fined $10, and in default committed for six weeks' hard labour, for unlawful possession of 30 young cauliflowers on the 10th inst.

A gardener at Lap Sap Wan, named Ip Amuk, missed a large quantity of young cauliflowers on the 8th inst., and again yesterday morning as soon as he got up. He went to the Western Market, and there met the defendant with a basket containing 30 of his young plants. The man called a witness to speak to his *bona fides*, but the witness denied all knowledge of him. Defendant said the witness had forgotten him.

LATE TELEGRAMS.

The following telegrams are taken from Queensland papers received yesterday per steamer *Naples*:—

LONDON, 6th November.

The following is the result of the Liverpool Autumn Cup, which was run for to-day:—

Thebais	1
Goggles	2
Amalfi	3

LONDON, 10th November.

An exhibition is to held at the Alexandra Palace in 1885. Colonel Sandford is chairman of the committee of management.

LONDON, 11th November.

The crofters in the Isle of Skye, who have for some time past been keeping up an agrarian agitation, have now assumed a very defiant attitude.

Pope Leo XIII. has stated that he rejoices at the progress Catholics are making in Australia.

The British Association for the Advancement of Science has decided to hold its annual meeting at Birmingham in 1886. The meeting in the following year will probably be held at Manchester.

LONDON, 12th November.

The Koloniale Bank at Amsterdam has suspended payment.

Colonel Warren, who has been ordered by the Imperial Government to proceed to the Cape in order to check the aggressions of the Boers in Bechuanaland and Stellaland, sailed to-day with the troops under his command.

LONDON, 14th November.

The First Lord of the Admiralty will make his statement in the House of Lords on Thursday with regard to the condition of the English navy, and announce the plans matured by the Government for increasing the naval strength of the nation.

CHINESE RISING IN DUTCH WEST BORNEO.

The *Straits Times*, in its Netherlands India news, says:—Fuller particulars of the Chinese rising at Mandor, 24 hours rowing up stream from Pontianak, show that it was accompanied by murder of Government officials, and by last accounts was spreading so rapidly that reinforcements from Java were anxiously awaited at Pontianak, where, notwithstanding every available precaution against an outbreak, such insecurity prevailed, that the *S lak*, a man-of-war stationed off the town, was kept continually on the alert, with her fires banked up and cannon loaded, ready at the least sign of disturbance to batter down the China Camp, the garrison being moreover so few that no troops could be spared for a reconnaissance to Mandor. This district was held by a Chinese association styled the Lanfong Kongsee, composed of the Khoh or Hakka clan under a headman or kapthai, almost all of them belonging to a secret society termed the San Chan Fui or Three Finger Society. When the Chinese kongsees in West Borneo were put down by force 30 years ago for rebellion, the Langfong was the only one spared, it being allowed home rule for its fidelity to the Dutch Government and its important services in furnishing supplies, labourers, and guides during the troubles, under direction of the then Kapthai, who, in consequence, was authorised by way of regard to govern the Kongsee, exercise police authority within certain limits, and levy taxes. Six years ago the Government determined that these exceptional privileges should last no longer than the Kapthai's lifetime; hence, on his death two months ago, the Resident of the west coast of Borneo, with the sanction of Government, at once took measures to annex Mandor and break up the Kongsee, with results thus set forth by the local authorities in an official report:—

Since the 3rd October, when, without the least resistance, the management of the Lanfong kongsee was ceremoniously taken over in the name of Government, none but satisfactory intelligence regarding the course of affairs in Mandor was received, and after the controller stationed there had, besides, reported, under date 20th October, that on a journey from Sungie Pingu, overland to Mandor, he had everywhere met with a cordial reception from the Chinese, the opium farmer, in the forenoon of the 24th October, brought word to the Resident that serious events had happened in Mandor. Shortly afterwards a trustworthy native brought the same tidings with further details. Though nothing further was heard that day, and the Chinese headmen at Pontianak attached no belief to the intelligence, especially when several of them going by boat up the Mandor river found out that persons living on both banks of that stream knew nothing of disturbances at Mandor, the Resident made preparations on the morning of the 25th to steam towards Mandor with several officials and 30 soldiers, but this intended voyage could not be carried out owing to the receipt of advices from Mampawa announcing that Mr. J. C. Ryk, the controller, along with four or five policemen, had been murdered at Mandor. At half-past ten in the forenoon the Resident, with the military commandant, several officers, and fifty privates started for Mampawa in a man-of-war in order, from thence, to proceed overland to Mandor. A message forwarded by him on the next day (26th October) and received at Pontianak in the evening, stated that, according to tidings from Benkayang, the rising had become formidable and extended to Prigi. On the same evening a convict was brought to Pontianak who had been found drifting in the Mandor river, and who affirmed that he was present at the murder of Controller Ryk. According to him the unexpected attack on the Controller's house took place on the 23rd October, at 8 o'clock in the morning; the Controller when sitting at table being killed by a shot fired at him from outside. At Pontianak, at many precautionary measures as possible were taken, to prevent disturbance among the numerous Chinese residing there, who so far, however, kept quiet.

Tricycle-riding has grown to be a very popular pastime with the Maharajah of Mysore, and, consequently, with His Highness's entourage. A photograph was recently taken of the Maharajah, mounted on his favourite machine, and surrounded by some ten or a dozen European and native gentlemen devoted to the healthy, if not very exciting, sport.

COMMERCIAL INTELLIGENCE.

WEDNESDAY, 10th December.

OPIUM.

Quotations are:—

Malwa (New)	$530 per piecul, allow of 1¼ to 4½ catties.	
Malwa (Old)	$550	2¼ to 3 "
Patna (New)	$602½ to $605 per chest	
Patna (Old)	$570	"
Benares (New)	$592½ to $595	"

EXCHANGE.

ON LONDON.—

Bank Bills, on demand	3/6½
Bank Bills, at 30 days' sight	3/6¾
Bank Bills, at 4 months' sight	3/7½
Credits, at 4 months' sight	3/7½
Documentary Bills, at 4 months' sight	3/7½

ON PARIS.—

Bank Bills, on demand	4.50
Credits, at 4 months' sight	4.57

ON BOMBAY.—Bank, 3 days' sight 223

ON CALCUTTA.—Bank, 3 days' sight 223

ON SHANGHAI.—

Bank, sight	73½
Private, 30 days' sight	74

SHARES.

Hongkong and Shanghai Bank Shares—116 per cent. premium.

Union Insurance Society of Canton, Limited—$460 per share, ex div.

China Traders' Insurance Company's Shares—$34 per share.

North China Insurance—Tls. 285 per share.

Yangtsze Insurance Association—Tls. 137½ per share.

Chinese Insurance Company, Limited—$175 per share, ex div.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—$87½ per share, Buyers.

Hongkong Fire Insurance Company's Shares—$365 per share, Sellers.

China Fire Insurance Company's Shares—$68 per share, Sellers.

Hongkong and Whampoa Dock Company's Shares—48 per cent. prem., Buyers.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$33 per share premium.

Indo-China Steam Navigation Co.'s Shares—30 per cent. discount.

China and Manila Steamship Company, Limited—30per cent. discount.

Douglas Steamship Company, Limited—Par, nominal.

Hongkong Gas Company's Shares—$90 per share.

Hongkong Hotel Company's Shares—$120 per share.

China Sugar Refining Company, Limited—106 per share, Sellers.

China Sugar Refining Company (Debentures)—nominal.

Luzon Sugar Refining Company, Limited—$70 per share, Sellers.

Hongkong Ice Company's Shares—$142½ per share.

Hongkong and China Bakery Company, Limited—$110 per share.

Perak Tin Mining and Smelting Company—$20 per share.

Selangor Tin Mining Company—$10 per share.

Perak Sugar Cultivation Company—Tls. 25 per share.

Hongkong Rope Manufacturing Company, Limited—$60 per share.

Chinese Imperial Loan of 1881—5 per cent. dis.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

December 10th.

Thermometer—9 A.M.	59
Thermometer—1 P.M.	64
Thermometer—6 P.M.	66
Thermometer—9 A.M. (Wet bulb)	60
Thermometer—1 P.M. (Wet bulb)	64
Thermometer—6 P.M. (Wet bulb)	65
Thermometer—Maximum	67
Thermometer—Minimum (overnight)	56

HONGKONG TIDE-TABLE.

10TH to 16TH DECEMBER, 1884.

			HIGH WATER.		LOW WATER.	
			Hongkong Mean Time.	Ahsing.	Hongkong Mean Time.	Ahsing.
			h. m.	h. m.	h. m.	h. m.
M.	10	m	1 [illegible]	[illegible]	m 9 9	0 2
Tu.	11	m	1 [illegible]	[illegible]	m 9 7	0 [illegible]
W.	12	m	2 31	0 1	m 10 11	1 10
Th.	13	m	3 [illegible]	1 [illegible]	m 10 43	1 [illegible]
Fri.	14	m	4 [illegible]	2 [illegible]	m 11 [illegible]	1 [illegible]
S.	15	m	5 [illegible]	3 [illegible]	m 12 2	0 10
Su.	16	m	6 [illegible]	4 [illegible]	m 2 10	0 [illegible]

The height of mean sea-level has been taken as 2.5 feet above zero of the tide-gauge of the Victoria Dock; and the Lowest Ordinary Spring-Tides, to which datum the heights in these Tables are referred, are 2.5 feet above zero.

The heights in the Tables marked with a minus (—) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the corresponding heights above.

CHINA COAST METEOROLOGICAL REGISTER.

9th December, 1884, at 4 P.M.

STATION.	Barometer red. to sea level, and 32° Fahr.	Temperature.	Humidity.	Wind. Force.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.80	83.6	70	N	2	cl	—
Haiphong	30.16	65.8	42	ne	1	b	—
Hongkong	30.10	65.3	70	—	0	b	—
Amoy	30.11	65.0	49	ne	1	b	—
Shanghai	30.16	51.0	82	w	3	b	—
Nagasaki	30.16	—	—	w	2	—	—
Vladivostock	30.14	1.8	—	nne	2	b	—

10th December, 1884, at 10 A.M.

STATION.	Barometer red. to sea level, and 32° Fahr.	Temperature.	Humidity.	Wind. Force.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	—	—	—	—	—	—	—
Haiphong	—	—	—	—	—	—	—
Hongkong	30.34	60.1	48	n	1	b	—
Amoy	30.19	63.0	78	w	2	b	—
Shanghai	30.21	31.0	85	wsw	3	bf	—
Nagasaki	30.13	—	na	n	0	—	0.04
Vladivostock	30.12	0.8	—	N	3	c	—

The Barometer is steady along the Coast. The Humidity has risen, but the atmosphere is still very dry. Gradients indicate moderate N.E. winds. The depression announced yesterday has approached Luzon. A moderate gale from the North early this morning is reported from Bolinao.

W. DOBERCK.

Hongkong Observatory, 10th December, 1884.

METEOROLOGICAL REGISTER.

	Previous day, at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.10	30.24	30.17
Temperature	65.3	60.1	64.7
Humidity	20	48	41
Direction of wind	—	E.	E.
Force of wind	0	1	1
Weather	b.	b.	b.
Rain	—	—	—

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.
2.—TEMPERATURE in the shade in degrees and tenths Fahrenheit.
3.—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4.—DIRECTION OF THE WIND according to compass.
5.—FORCE OF THE WIND according to Beaufort Scale.
6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).
7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 10th December, 1884.

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDAL, PARIS, 1878.

Sold by all Stationers and Dealers. [943

"LEONHARDI QUELLE"

NATURAL GERMAN SELTZER WATER.

Bottled at the Seltzer-Spring near Gross Karben, in Cases of 8 Dozen Pints, $8.50 per Case.

PUSTAU & Co.,—Sole Agents.

Hongkong, 31st January, 1883. [1425

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN.	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
HAVRE AND HAMBURG, &c.	Hesperia (str.)	Wagner		Siemssen & Co.	On or about 10th inst.
HAVRE AND HAMBURG, &c.	Cascapedia (str.)	Fraser	Hongkong	Russell & Co.	On 13th inst., at 5 P.M.
HAVRE AND HAMBURG	Jno.	Hockelman	Hongkong	Carlowitz & Co.	Quick despatch.
HAVRE, LONDON, &c.	Hydra	Binge	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
LONDON & HAMBURG	Pax	Gille	Hongkong	Carlowitz & Co.	Quick despatch.
LONDON VIA SUEZ CANAL	Cyclops (str.)	Jago	Hongkong	Butterfield & Swire	On 13th inst.
LONDON VIA SUEZ CANAL	Gleneagles (str.)	Gasson		Jardine, Matheson & Co.	On or about 13th inst.
LONDON VIA SUEZ CANAL	Benledi (str.)	Thompson		Gibb, Livingston & Co.	On or about 18th inst.
MARSEILLES VIA SAIGON &c.	Sindh (str.)	Such	Hongkong	Messageries Maritimes	On 16th inst., at Noon.
NEW YORK	Wandering Jew	Talpey	Hongkong	Russell & Co.	Quick despatch.
NEW YORK VIA SUEZ CANAL	Westmeath (str.)	Stonehouse	Hongkong	Adamson, Bell & Co.	On or about 22nd inst.
SAN FRANCISCO	Honolulu	Edgett	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO VIA Y'HAMA	Oceanic (str.)			O. & O. S. S. Co.	On 13th inst., at 3 P.M.
VICTORIA, B.C.	Nanaimo	Dodd	Hongkong	Russell & Co.	Quick despatch.
HONOLULU	Ceylon	Barstow	Hongkong	Russell & Co.	Quick despatch.
SYDNEY & MELBOURNE, &c.	Manmuir (str.)	Holms		Russell & Co.	On 24th inst, at 4 P.M.
PORT DARWIN, &c.	Woosung (str.)	Hunt	Hongkong	Butterfield & Swire	On 14th inst., Daylight
CALCUTTA VIA STRAITS	Wingsang (str.)	St. Croix	Hongkong	Jardine, Matheson & Co.	On 18th inst., at 3 P.M.
YOKOHAMA AND HIOGO	Bonarty (str.)		Hongkong	Gibb, Livingston & Co.	On 13th inst., at 4 P.M.
YOKOHAMA AND HIOGO	Cambodia (str.)	Wildgoose	Hongkong	Russell & Co.	On 13th inst., at 4 P.M.
YOKOHAMA VIA NAGASAKI, &c.	Teheran (str.)		Hongkong	P. & O. S. N. Co.	To-day, at Noon.
SHANGHAI	Ningpo (str.)	W. Potts	Hongkong	Siemssen & Co.	To-day, at Noon.
SHANGHAI	Fuyew (str.)	Barfoot	Hongkong	Russell & Co.	To-day, at 4 P.M.
SHANGHAI	Fooksang (str.)	Hogg	Hongkong	Jardine, Matheson & Co.	To-morrow, at Noon.
SHANGHAI	Hector (str.)	Bitt	Hongkong	Butterfield & Swire	To-morrow, at 4 P.M.
SWATOW	Pekion (str.)	Harris	Hongkong	Douglas Lapraik & Co.	To-morrow Daylight.

TO BE LET.

TO BE LET.

NO. 27, ELGIN TERRACE.

OFFICES No. 2, DUDDELL STREET.

HOUSES in SPRING GARDENS, Moderate Rentals.

GODOWNS, in FLETCHER'S BUILDINGS.

GODOWNS, at WANCHAI.

Apply to

LINSTEAD & DAVIS.

Hongkong, 28th November, 1884. [1847

TO LET.

HOUSE No. 8, LADDER STREET TERRACE.

Apply to

A. DE AZEVEDO,
No. 55, Graham Street.

Hongkong, 9th December, 1884. [2302

TO LET.

SHOPS on Queen's Road Front of 18, Bank Buildings, opposite Hongkong Hotel.

Also Two large Front Rooms communicating, and a Back Room, together or separately, on 1st Floor, entrance from Wyndham Street.

Also Back Rooms on the 2nd Floor.

M. J. D. STEPHENS,
Solicitor, 18, Bank Buildings.

Hongkong, 10th September, 1884. [1698

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.

Also

Entire GODOWNS to be LET

Apply to MEYER & Co.

Hongkong, 3rd March, 1881. [1032

TO LET.

NO. 44, GRAHAM STREET.

Nos. 7 and 8, SEYMOUR TERRACE.

Nos. 3 and 4, PEDDER'S HILL.

No. 18, HOLLYWOOD ROAD.

No. 258, PRAYA CENTRAL.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 3rd December, 1883. [27

TO LET.

NOS. 1 and 6, RICHMOND TERRACE, BONHAM ROAD.

The PREMISES lately occupied by Messrs. SAYLE & Co. ("Victoria Exchange") in Queen's Road, with Dwelling-house above and Godown on Ground-floor. To be let either in conjunction with Store or separately. Possession from 1st November next.

Apply to

H. A. WOOLNOUGH,
Hongkong Dispensary.

Hongkong, 14th October, 1884. [1934

TO LET.

ROOMS in CLUB CHAMBERS.

Apply to

DOUGLAS LAPRAIK & Co.

Hongkong, 1st February, 1882. [28

FOR SALE.

FOR SALE.

BEST PORTLAND CEMENT, "ANCHOR" BRAND.

Apply to

LINSTEAD & DAVIS.

Hongkong, 5th December, 1884. [2275

FOR SALE.

CHAMPAGNE, "MONOPOLE"

AND

"MONOPOLE SEC" (DRY).

CARLOWITZ & Co.,
Sole Agents;
HEIDSIECK & Co., REIMS.

Hongkong, 1st July, 1881. [1240

FOR SALE OR CHARTER.

THE British Steamer

"WILL OF THE WISP,"

Classified at Lloyds 100 A. I. Registered Tonnage 266 Gross, 166 Nett.

For Particulars, apply to the CAPTAIN on Board, or to

PUSTAU & Co.,
Agents.

Hongkong, 2nd December, 1884. [22

FOR SALE.

A BORROUGHES & WATT'S SOLID MAHOGANY BILLIARD TABLE; Complete with Cues, Pool, Pyramid, &c., Balls, Marking Board, Beds, Extra Cloth, &c., &c.

Just arrived Per "GLENFALLOCH."

LANE, CRAWFORD & Co.

Hongkong, 5th November, 1884. [2082

FOR SALE.

MINERVA—BRUNNEN

A Delicious Natural Mineral Water.

In Cases of 96 Pints at $7.00.
Do. 48 Quarts at $6.00.

Apply to

RUSSELL & Co.

Hongkong, 11th November, 1884. [2117

FOR SALE AT WHOLESALE PRICES.

SACCONE'S SHERRY—Bottled by Sir FREDERICK PERKINS, LONDON.

MANZANILLA.
In case of 1 dozen quarts.
LIGHT DRY.
In case of 1 dozen quarts.
LAGER BIER—Pts. and Qts.
ALE, BASS & Co., PALE—Qts. and Pts.
STOUT, GUINNESS'S EXTRA—Qts. and Pts.

Apply to

W. G. HUMPHREYS & Co.,
Bank Buildings,
Sole Agents for China.

Hongkong, 21st November, 1884. [1502

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1880, WHITE SEAL.

$19 ..... per case of 1 dozen quarts.
$20 ..... per case of 2 dozen pints.

GRAND VIN CHATEAU LEOVILLE.

$24 ..... per case of 1 dozen quarts.

CHATEAU LAROSE.

$12 ..... per case of 1 dozen quarts.

PONTET CANET.

$9.50 ..... per case of 1 dozen quarts.

PALMER MARGAUX.

$7.50 ..... per case of 1 dozen quarts.
$8.50 ..... per case of 2 dozen pints.

LORMONT.

$5 ..... per case of 1 dozen quarts.
$6 ..... per case of 2 dozen pints.

ALSO

CUTLER PALMER & Co.'s WINES AND SPIRITS.

SIEMSSEN & Co.

Hongkong, 1st January, 1884. [18

VESSELS ON THE BERTH.

FOR SHANGHAI.

THE Steamship

"NINGPO,"

Captain W. Potts, will be despatched for the above Port TO-DAY, the 11th instant, at NOON.

For Freight or Passage, apply to

SIEMSSEN & Co.

Hongkong, 10th December, 1884. [2311

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"TEHERAN,"

will leave for the above place TO-DAY, the 11th December, at NOON.

A. McIVER,
Superintendent.

Hongkong, 28th November, 1884.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, TIENTSIN, NEWCHWANG, HANKOW, and Ports on the YANGTSZE).

THE Steamship

"FUYEW,"

Captain Barfoot, will be despatched for the above Port TO-DAY, the 11th instant, at FOUR P.M.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, 8th December, 1884. [2293

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"FOKIEN,"

Captain Harris, will be despatched for the above Port TO-MORROW, the 12th instant, at DAYLIGHT.

For Freight or Passage apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 10th December, 1884. [2310

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW, and PORTS on the YANGTSZE).

THE Company's Steamship

"FOOKSANG,"

Captain Hogg, will be despatched as above TO-MORROW, the 12th instant, at NOON.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 9th December, 1884. [2306

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI DIRECT.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and Ports on the YANGTSZE.)

THE Company's Steamship

"HECTOR,"

Captain Batt, will be despatched as above TO-MORROW, the 12th inst., at FOUR P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th December, 1884. [2305

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"CYCLOPS,"

Captain Jago, will be despatched as above on SATURDAY, the 13th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th December, 1884. [2170

UNION LINE.

FOR HAVRE AND HAMBURG, VIA SUEZ CANAL.

THE Steamship

"CASCAPEDIA,"

Captain Fraser, will be despatched for the above Ports on SATURDAY, the 13th instant, at FIVE P.M.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.

Hongkong, 4th December, 1884. [2272

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENEAGLES,"

Captain Gasson, will be despatched as above on or about the 13th instant.

This Steamer has Superior Accommodation for Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, 2nd December, 1884. [2250

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"WINGSANG,"

Captain St. Croix, will be despatched for the above Ports on THURSDAY, the 18th inst., at THREE P.M.

This Steamer has superior First Class Accommodation specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 9th December, 1884. [2307

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENLEDI,"

Captain A. W. S. Thomson, will be despatched for the above Port on or about 18th inst.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.

Hongkong, 5th December, 1884. [227

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"WESTMEATH,"

Stonehouse, Commander, will be despatched for the above Port, on or about the 22nd instant.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 6th December, 1884. [2283

VESSELS ON THE BERTH.

FOR HAVRE AND HAMBURG, VIA SUEZ CANAL.

THE Steamship

"HESPERIA,"

Captain Wagner, will be despatched for the above Ports on or about the 10th December.

For Freight or Passage, apply to

SIEMSSEN & Co.,
Agents.

Hongkong, 6th November, 1884. [2094

FOR HAVRE AND HAMBURG.

THE A I German Bark

"JNO."

Hockelmann, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 9th December 1884. [2299

FOR HAVRE, LONDON, AND HAMBURG.

THE 3/9 L H German Bark

"HYDRA,"

Binge, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.

Hongkong, 23rd October, 1884. [1994

FOR LONDON AND HAMBURG

THE A I German Bark

"PAX."

Gille, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 2nd December, 1884. [2246

FOR NEW YORK.

THE 3/3 L H American Ship

"WANDERING JEW,"

Talpey, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 25th October, 1884. [2019

FOR SAN FRANCISCO.

THE 3/3 L H British Ship,

"HONOLULU,"

Edgett, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 27th October, 1884. [2021

FOR VICTORIA, B.C.

THE 3/3 L H British bark

"NANAIMO,"

Dodd, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 27th November, 1884. [2221

FOR HONOLULU.

THE American Bark

"CEYLON,"

Barstow, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 5th November, 1884. [2030

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ADELE, Ger. bark, H. Schumacker.—Captain.
CRESCENT, Am. bark, Ruland.—Arnhold, Karberg & Co.
CHANNEL QUEEN, Brit. bk., W. Le Lacheur.—Ed. Schellhass & Co.
DORIS, Ger. str., W. Zerrahn.—Siemssen & Co.
EMILY, Brit. bark, W. Crichton.—Captain.
GRECIAN, Am. ship, A. H. Dunber.—Order.
HELICON, Am. ship J. B. Howes.—Arnhold, Karberg & Co.
H. C. STBLEY, Am. bark, Fowler.—Captain.
HONOLULU, Brit. ship, H. Edgett.—Captain.
HYDRA, Ger. bark, C. Binge.—Siemssen & Co.
IMPERIAL, Am. ship, J. E. Crosby.—Captain.
JOHANNA, Ger. bark, F. H. Bunman.—Carlowitz & Co.
K. DAVENPORT, Am. ship, Howland.—H. & W. Dock Co.
MOUNT LEBANON Brit. bk., H. Nelson.—Arnhold, Karberg & Co.
P. N. BLANCHARD, Am. ship, F. L. Oakes.—Chinese.
SEA SWALLOW, Brit. bk., Maher.—Order.
THREE BROTHERS, Brit. bk., H. Kahlcke—Chinese.
WILLIE, Brit. 3/m. schooner, O. Alin.—Meyer & Co.

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH "MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 1st November, 1884.

WEEK DAYS. Leaves Kowloon	Leaves Hongkong	SUNDAYS. Leaves Kowloon	Leaves Hongkong
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 "	8.30 "	7.30 "	8.00 "
8.50 "	9.00 "	9.00 "	10.15 "
9.40 "	10.15 "	11.00 "	12.00 NOON.
10.45 "	12.30 "	1.30 P.M.	1.00 P.M.
12.45 P.M.	1.00 P.M.	1.30 "	2.00 "
1.30 "	2.00 "	2.30 "	3.00 "
2.20 "	3.00 "	3.00 "	4.00 "
3.20 "	3.50 "	4.20 "	4.35 "
4.10 "	4.30 "	4.50 "	5.10 "
4.50 "	5.10 "	5.30 "	5.50 "
5.25 "	5.40 "	6.10 "	6.30 "
6.05 "	6.30 "	7.00 "	
6.50 "	7.05 "		

The above Time Table will be strictly adhered to except under unavoidable circumstances. In case of stress of wheather due notice will be given of any stoppages. [1523

CHINA OVERLAND TRADE REPORT

the

COMMERCIAL JOURNAL for CHINA, JAPAN, &c., &c.,

Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail,

contains the

LATEST AND FULLEST TRADE INTELLIGENCE, REPORTS or MEETINGS of COMPANIES, THE LATEST TELEGRAMS, together with the POLITICAL AND GENERAL NEWS of the Fortnight.

The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines Straits Settlements, &c., &c.

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "OCEANIC," will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 13th December, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER, Agent.

Hongkong, 1st December, 1884.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, CO. LOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;

ALSO,

LONDON AND ANTWERP, BORDEAUX, LE HAVRE, AND DUNKIRK.

ON TUESDAY, the 16th day of December, 1884, at NOON, the Company's Steamship "SINDH," Commandant Such, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 15th December, 1884. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 5th December, 1884.

STEAM COMMUNICATION TO WESTERN AUSTRALIA.

THE WEST AUSTRALIAN STEAMSHIP COMPANY'S Steamer

"NATAL"

J. Wood, Commander, under engagement with the Straits and Western Australian Governments, is expected to leave Singapore for Fremantle, calling at Batavia, Roebuck Bay, Cossack, Sharks Bay and Geraldton, as notified below:—

PROPOSED TIME TABLE.

NORTHWARD SERVICE.

Leaving Fremantle calling at Geraldton, Sharks Bay, Cossack, Roebuck Bay, and Batavia.

18th March	2nd May	13th June	18th July	28th Aug.	11th Sep.	2nd Oct.

Arriving at Singapore,

EXTRACTS.

LOVE ON A YACHT.

I loved her with a love that made
The heat at ninety in the shade
Seem cool beside it;
I blushed whene'er I heard her name,
And she, observant of my flame,
Did not deride it.

But, on one moist, drizzly day,
We both of us were asked to stay
On board the *Lily*;
I knew 'twas rash of me, but then
When they're in love, the wisest men
Are often silly.

We dined, we danced on moonlit nights,
And when in boats to see the sights;
I do not row, so
I sat within the stern, and there,
I felt, despite the fresh sea air,
Extremely "so-so."

On board the yacht, too, I felt dead,
And vainly racked my aching head,
For conversation;
The while a rival stout and strong
Would hover round her all day long,
In adoration.

One cannot cutwacate or shine
When feeling far too ill to dine;
The yacht's gay motion
Made me more bilious, and he,
My hated rival, loved the sea,
The horrid ocean.

I knew she could not love a man
Who, when he went to sea, began
To look so yellow;
And so he calmly wooed and won,
While I was outcast and undone—
Unhappy fellow!

—*Punch.*

SOME OLD MUSIC-BOOKS.

The oldest of these music books may have been in use some fifty years ago, and the most recent dates from about the time when the first International Exhibition was to give peace to the world. Time has dimmed the gilding on their covers, and has mottled many a page; but they could hardly be called old if the last half century had not been a period of such rapid movement in matters of art. There were comparatively but few men who played or sang in those days, and these books are collections of the favourite songs and pieces of several young ladies, bound into rather bulky volumes. You may find plenty of similar books in lumber-rooms and outside second-hand music shops, but though they are common enough, and in most cases of little value as music, they are by no means uninstructive. They tell us a good deal about music as practised by the generations just gone by. Between the young lady's music-book of 1830 and of 1880 there are considerable differences—speaking differences—and the tale of change that is disclosed may be worth a few words.

With regard to the dress in which music was presented to the public, there is little to choose between those times and our own. The paper in these old music-books is as good the impression as clear, the notes as correct, as in the latest sheet music from Regent-street. One must go a little further back to find inferior workmanship, back to the date of this early edition of Beethoven's Sonatas, some numbers of which happen to have been bound up with later productions. In these the paper is very like what we would call "sugar paper;" it is dingy in hue, coarse of surface, and the impression has suffered both by this and by the carelessness of the engraver. There are some pieces here and there with illustrated covers, and they are of the inferior sort. Good music needs no bush, and there is generally poverty inside a piece of music when there is a picture outside it. When illustrations do occur, it cannot be said that they are very helpful to a modern man who wants his imagination stirred up. The only happy thing about them is that they are not coloured. Colour in such hands might have been used with awful results. Here is a Swiss picture—the musicians were very fond of Switzerland at one time—and it is a fair specimen of its kind. The mountains are of a spiky character, unknown either to Mr. Ruskin or the geologists; there are waterfalls in every convenient situation, an avalanche is stealing down, there is a lake, and on the lake are boats engaged in nothing so much as defying the laws of perspective. The pine-trees which are freely dotted about are of a most remarkable build, their branches are fringed with the stiffness of a comb, and arranged with a regularity that suggests the lower vanes of a windmill. In the foreground are châlets, maidens galore, and youths blowing long horns. There is a family likeness about the human beings depicted all through these volumes. They are all bottle-shouldered, and their tapering limbs have something of the helpless air of Mr. Punch's legs. Their faces are as expressionless as so many Buddhas. Their jetty moustaches, dangling curls, and bucket boots are redolent of the strolling player. Our music pictures to-day are perhaps quite as far from nature, but they are more ably conceived and much better drawn.

These volumes speak of much that has passed away in the world of music. They include many compositions for the harp, and in some of the songs the accompaniment is marked "Harp or piano." The culture of the harp lingers on, but fashion has deserted it, and white arms are but rarely poised about this most picturesque of instruments. In our fantasias for the pianoforte the art of throwing an air up and down stairs is still in vogue, but "air with variations" in the formal old style is gone. People do, indeed, play the classical variations, but popular composers do not choose this form for their works as they did forty or fifty years ago. The overture, again, is somewhat out of date; our modern operas are not as a rule preceded by the agreeable *potpourri* of melodies that young ladies rattled over so glibly in public, and that exacted so many lead-pencil fingerings and so much devotion in private. Among the things that have passed and have left a record here are various tides of enthusiasm. The triumphant entry and reign of the polka is marked; here and there a period of national danger is traced out in patriotic song. Now it is Jullien with his trilling nightingales, and the thunders of the "British Army," reduced to the calibre of the piano; and now it is the wave of negro minstrelsy of "Camptown Races" and "Nelly Bly" that washed as high as the solemn head of the then young Mr. Gladstone. Nor are old enthusiasms less clearly marked by the names we find. "As sung by Herr Staudigl" will recall to old-fashioned people a phenomenal voice. Was it not Staudigl who so startled an orchestra with his first notes, that several members of it dropped their instruments? This song, "On the wild chamois track," was written and sung by that wondrous Malibran whose career was too short for art. Grisi, Lablache, Jenny Lind, the great names, are most of them here; and the lesser names of such men as Henry Russell, and the many-talented Irishman, Lover, are embalmed with them. Here too, are the "Tom and Jerry Quadrilles," the "Kossuth Schottische," the "Lola Montez Polka," and the "Pestal Waltzes." Nothing is sacred to a dance-composer (there are "Stabat Mater Quadrilles" extant, founded upon the airs in Rossini's famous composition), but poor Colonel Pestal might surely have been spared from the circle of the dance. If we turn to another book we shall see him in prison, with his head drooping upon his breast in profound melancholy. Paper and ink and pens are before him, but he has preferred to scratch upon the walls of his dungeon with a fetter the notes of the air that he has composed. Rather theatrical in his ways, this unfortunate Pestal!

How does the average quality of the music in these books compare with that of the music similarly enshrined by the modern young lady? Not so unfavourably as might be imagined. The songs and ballads were less pretentious, on the whole, than those of modern date, and had a richer fund of melody. Horn and Bishop, to instance no others, were admirable song-writers. And men of the stamp of Kalkbrenner and Herz, though far from possessing the vivifying touch of genius, did work that was clear in form and by no means so contemptible as ultraclassicists would have us believe. The modern young lady is often better trained and taught than were the possessors of these volumes, and she plays and sings a great deal more music of a high character. But against this must be set the facts that more rubbish in the way of music is published now than ever, and that modern rubbish is less coherent and more vulgar than the rubbish of our old music-books.—*Globe.*

A ROMANTIC INCIDENT.

At the last pianoforte competition in connection with the Royal Academy of Music, in which nearly 2,000 amateurs took part, a youth of 11 years of age occupied a distinguished position. His name was bracketed among the 75 successful students, and the list was published in a leading newspaper. After several weeks had passed by, his parents were surprised to receive a letter from a gentleman in Spain offering to adopt the youth. The father disregarded the letter, but the mother, with the instinct natural to the sex, determined to make "further inquiries." She went to the Spanish Embassy in London, and was there informed that the correspondent was a grandee, was passionately fond of music, and very wealthy. A letter was then sent to him asking for further particulars, and he replied by paying a personal visit to the parents of the youth. Negotiations were drawn up and signed, and a few days after the Spanish count and the youthful musician left the country together. If at the end of 12 months the adopted son desires to return home he is to be permitted to do so, but if in the meantime the parents wish to visit him the Spanish noble will defray all their travelling expenses.

THE PHYSIQUE OF THE ARMY.

There is a table in that admirable repository of military information, the General Annual Return of the Army, which should be attentively studied by those who believe in the physical equality of our present recruits with their predecessors. It shows at a glance the heights of non-commissioned officers and men on the 1st of January from 1873 to the present year, the calculation being per 1,000 for the sake of compactness. In the first column figure the stunted ones, that is, those below 5ft. 5in. in height. Here the proportion per 1,000 has risen from 69 to 91, mainly in consequence, as a foot note informs us, of the permission which was given in April, 1883, to enlist recruits between 5ft. 3in. and 5ft. 4in. in height. The difference of 22 per 1,000 was, therefore, composed of those diminutive warriors, and even allowing them to be good men of their inches, we incline to the opinion that very few if any were fit for the hard work of campaigning. Going to the other end of the scale, we find a considerable diminution recorded under the heading 5ft. 7in. to 5ft. 8in., the falling-off amounting to 11 per 1,000. This is also the case in all the higher standards without exception. The broad result of this analysis is, therefore, that we are getting a great many more undersized recruits than we did in 1873, and fewer full-sized ones. Whether that be a satisfactory state of things, we leave to the public to determine. Our own impression is that it is very much the reverse.

DECLINE OF THEATRICAL BURLESQUE.

We have heard a good deal lately about decadence of burlesque in London. In America it is dead already. At least so says Mr. Jefferson, the famous Rip van Winkle, adducing as a proof that during the past season there was not one burlesque company in existence in that country:—"One of the most humorous burlesques I ever saw was (he says) one produced in London called *Broken Hearts and Cracked Heads.* The heroine of the piece was in love with the town pump, and when she implored it to wear one of her rings as a pledge of affection the pump replied: 'Put it up the spout.' The burlesque which really does burlesque some serious production has been dead for a number of years. This style of burlesque died out, however, and was succeeded by meaningless extravaganzas, burlesquing nothing and serving merely to introduce pretty girls in handsome costumes, and songs and dances,—together—with any nonsensical dialogue or ridiculous grotesque actions that might suggest themselves to the performers. Doubtless one reason of this is that the performance of the less objectionable French comic operas which has become so general of late years has taken the place of burlesque. It has all the features that made the latter attractive—beautiful women, broad fun, rapid action, and rich, picturesque costumes; while the superior quality of its music draws a class of patrons who found nothing to interest them in burlesque."

WHY THE ZULUS MADE WAR ON THE BRITISH.

A correspondent writing to the *Times* says:—Immediately after the war I was staying at a Zulu kraal on the Pongolo River, when the war was naturally a frequent subject of discussion. I asked the Zulus why they had persisted in building kraals in Transvaal territory after we had warned them to desist. The answer was, "By the right of the strongest." I also asked why they wished to drive us into the sea, when they obtained all their goods from our traders. They replied, "We did not want to drive you into the sea. We only wanted to teach you a lesson. We thought we were stronger than you, and we were not going to be dictated to. Now we find our mistake. You are stronger than we are, and we are your people; but why do you send our King away? We made the war; punish us; take our cattle." I do not believe that Cetewayo wanted war; but the Zulu people thought themselves more than a match for the rest of the world and would not brook the slightest interference. Englishmen have, perhaps, not quite realised this fact; but I am certain that a Zulu was more astonished at the audacity of the English in attempting to fight them than an Englishman was at the folly of the Zulus. Nor was this belief confined to the Zulus. Before the war I was sent to the Swasis to persuade them to remain neutral. They ridiculed the notion of our attempting to fight the Zulus, and when I officially informed the King that our troops were about to enter Zululand the Prime Minister ironically asked "When?" I also wish to point out that there is very general misconception as to the relations of the Boers with the natives. They do not ill-treat the Transvaal natives in the way that is generally supposed, and it is manifestly their interest to keep on friendly terms with neighbouring tribes, since they live on isolated farms and their wealth consists of sheep and cattle.

INSURANCES.

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

LINSTEAD & DAVIS,
Agents,
Sun Fire Office.

Hongkong, 12th May, 1881. [13

FIRE INSURANCE COMPANY, OF 1777. IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co.,
Agents.

Hongkong, 18th January, 1884. [192

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon FIRST-CLASS RISKS to the extent of £15,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIK & Co.

Hongkong, 11th May, 1881. [14

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.

Hongkong, 16th November, 1872. [12

THE SCOTTISH UNION & NATIONAL INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

HESSE & Co.

Hongkong, 14th November, 1884. [2142

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.

Hongkong, 5th November, 1883. [2077

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [10

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.

Hongkong, 1st January, 1882. 16

THE MANHATTAN LIFE INSURANCE COMPANY OF NEW YORK.

156 & 158, BROADWAY.

THE Undersigned having been appointed Agents for the above Company are prepared to take applications for LIFE INSURANCE at reduced rates.

PUSTAU & Co.,
General Agents.

Hongkong, 1st August 1884. [1115

NEW YORK LIFE INSURANCE COMPANY.

LIFE ASSURANCE ONLY.
Purely mutual; all profits belong to Policy-holders and apportionments are made annually.

STATEMENT FOR YEAR ENDING 31ST DECEMBER, 1883.

Accumulated Funds ..... £11,378,944.
Surplus over all liabilities and Reserve Fund according to valuation made by the Government ..... $ 2,189,338.
Income for year 1883 ..... $ 2,717,599.

C. SETON LINDSAY,
Res. Manager,
Department of the East.

BIRLEY, DALRYMPLE & Co.,
Agents, Hongkong.

1109]

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [11

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.

NORTON & Co., Agents.

Hongkong, 20th May, 1881. [1

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
Is prepared to ACCEPT FIRST-CLASS RISKS at ½ % nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Phillippines.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 27th March, 1882. [731

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNG, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN-YUEN,
Secretary.

HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [1923

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.

Hongkong, January, 1882. [947

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 10TH DEC., 1884.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15 lbs., per piece	$3.00 to 3.05
Cotton Yarn, No. 16 to 24, per 400 lbs.	$35.00 to 37.50
Cotton Yarn, No. 28 to 32, per 400 lbs.	$60.50 to 67.50
Cotton Yarn, No. 32 to 42, per 400 lbs.	$106.50 to 109.00
Cotton Yarn, Bombay	$67.50 to 74.00
Chints, per piece	70 to 1.75
Dyed Spotted Shirtings, per piece	$2.60 to 2.85
Dyed Brocades Shirtings, per piece	$3.55 to 3.70
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.65
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.22
Grey Shirting, 9 lbs., per piece	$2.35 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.97 to 3.00
Grey T. Cloths, 24yds. & 32in. 9lbs. p. pc.	$1.20 to 1.25
Grey T. Cloths, 24yds. & 32in. 7lbs. p. pc.	$1.35 to 1.70
Grey T. Cloths, 24yds 36in 8lbs; XO p. pc.	$1.30 to 1.35
Grey T. Cloths, 24yds 36in 8lbs. VV p. pc.	$2.20 to 2.35
Grey T. Cloths, 24yds 36in 8lbs. XX p. pc.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.63 to 0.65
Handkerchiefs, Light Red, per dozen	$0.66 to 0.78
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 32 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian per yard	$0.23 to 0.29
White Shirtings, 5¼ reed, per piece	$2.15 to 2.35
White Shirtings, 61 to 63 reed, per piece	$2.45 to 2.65
White Shirtings, 63 to 80 reed, per piece	$2.80 to 3.30
White Shirtings, 600 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.25
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.30 to 5.32
White Shirtings, MH, per piece	$3.90 to 3.95
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.75
Blankets, 3 lbs., per pair	$3.45 to 3.50
Blankets, 9 lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.25 to 4.45
Blankets, 12 lbs., per pair	$5.70 to 5.75
Camlets, 333, per piece	$13.50 to 14.00
Camlets, 33, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, BBB, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, MM Scarlet, per piece	$6.35 to 6.70
Long Ells, MM Assorted, per piece	$6.35 to 6.70
Long Ells, HH Scarlet, per piece	$6.35 to 7.70
Long Ells, HH Assorted, per piece	$6.35 to 6.70
Long Ells, H Scarlet, per piece	$6.55 to 6.70
Long Ells, H Assorted, per piece	6.70 to 6.75
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Rod, per piculs	$2.65 to 2.70
Iron, Hoop, per piculs	$3.85 to 3.10
Iron, Bar, per piculs	$3.50 to 3.35
Iron, Wire, per piculs	$6.25 to 6.85
Lead, WB, per piculs	$4.45 to 4.50
Lead, LS, per piculs	$4.20 to 4.25
Lead, Hole Chop, per piculs	$4.05 to 4.10
Quicksilver, English, per piculs	$55.00 to 55.20
Quicksilver, American, per piculs	$55.00 to 55.20
Steel, English, per tub	$3.65 to 3.75
Steel, Swedish, per tub	$4.15 to 4.25
Spelter, per piculs	$5.60 to 5.65
Tin, Malacca, per piculs	$34.40 to 34.50
Tin, Plates, per box	$4.90 to 4.95

PRODUCE.

Almonds, per piculs	$22.00 to 2.50
Alum, 1st quality, per piculs	$2.45 to .55
Alum, 2nd quality, per piculs	$1.75 to 1.8
Bark, Cinnamon, per piculs	$17.50 to 18.50
Beche de Mer, per piculs	$30.00 to 55.00
Rice, Cargo, Japan, White, per piculs	$17.30 to 17.50
Cassia, Lignea, Yellow, per piculs	$14.00 to 16.50
Cassia, Vera, White, per piculs	$73.50 to 75.00
Birds' Nests, 1st quality, per piculs	$1,650 to 2,400
Birds' Nests, 2nd quality, per piculs	$650 to 785
Birds' Nests, 3rd quality, per piculs	$75.00 to 200
Birmstone, per piculs	$2.55 to 2.60
Buffalo Cow Hides	$7.60 to 9.00
Camphor, packed, per piculs	$1.70 to 13.50
Camphor, Baroos, clean, per piculs	$3,500 to 3,800
Camphor, Refined, per piculs	$1,900 to 1,950
Cardamoms, Superior	$125 to 135
Cardamoms, Inferior, per piculs	$22.00 to 29.00
Cloves, per piculs	$35.00 to 37.50
Coals, Allonl, per ton	— to —
Coals, English steam, per ton	[illegible]
Coals, Sydney, per ton	$14 to —
Coffee, per piculs	$22.20 to 24.50
Copper, Sheathing, Japan, per piculs	$20.50 to 21.00
Copper, Red, Japan, per piculs	$21.70 to 21.80
Copper, Nails, per piculs	$22.50 to 23.00
Cotton, Bombay, per piculs	$15.50 to 16.30
Cotton, Calcutta, per piculs	$17.00 to 17.80
Cotton, Ningpo, per piculs	$18.20 to 18.80
Cotton, Shanghai, per piculs	$16.80 to 17.00
Cotton, Shantung, per piculs	$16.30 to 16.43
Cotton, Tientsin, per piculs	$17.00 to 17.70
Cotton, Tanchow, per piculs	$17.50 to 18.00
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$19.50 to 23.00
Cuttlefish, Japan, without bones, p. pic.	$15.50 to 16.50
Cuttlefish, Chanchow, per piculs	$26.00 to 27.50
Dates, Black, per piculs	Tls. 3.2.5 to 3.0
Dates, Red, per piculs	Tls. 3.2.5 to 2.35
Dried Lily Flowers	$7.65 to 7.75
Elephant's Teeth, 4 to 5 pieces	$350 to 400
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.70 to 1.85
Flour, American, per barrel of 100 lbs.	$3.20 to 3.30
Flour, American, per barrel of 200 lbs.	$6.20 to 6.45
Fungus	$20.00 to 30.00
Flints, per piculs	$0.50 to 0.63
Ginseng, American, 1st quality, p. picul	200 to 420
Ginseng, American, 2nd quality, p. picul	140 to 190
Gums, Ordinary, per piculs	Tls. 17.0 to 18.0
Gums, Superior, per piculs	Tls. 23.0 to 31.0
Hemp, Hankow, per piculs	$10.50 to 12.00
Hemp, Siam, per piculs	$10.40 to 11.00
Isinglass, Japan, per piculs	$33.00 to 37.00
Melon Seeds, 1st quality, per piculs	$4.00 to 5.00
Melon Seeds, 2nd quality, per piculs	$4.50 to 4.70
Mushrooms, per piculs	$32.00 to 43.50
Mussels, Dry Siam large, per piculs	$8.25 to 9.00
Mussels, Dry Siam middle, per piculs	$7.25 to 7.45
Mussels, Dry Siam small, per piculs	$6.15 to 6.35
Paper, per piculs	$4.00 to 6.50
Peas, White, per picul	$2.15 to 2.25
Peas, Green, per picul	$2.23 to 2.30
Peas, Black, per picul	$1.93 to 2.10
Peas, Yellow, per picul	$2.00 to 2.13
Peas, Green (Tonk), per picul	$2.[illegible] 2.20
Pearl Barley, per picul	$7.50 to 7.80
Potatoes Flour, per piculs	Tls. 1.4.0 to 1.6.0
Rhinoceros Horn, per picul	$3,500 to 3,000
Rhinoceros Horn, Mather, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$1.78 to 1.81
Rice, Siam, No. 2, per picul	$1.73 to 1.77
Rice, Siam, milled No. 1, per picul	$1.64 to 1.65
Rice, Siam, milled No. 2, per picul	$1.40 to 1.42
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.72 to 1.74
Rice, Saigon, Straw bags	$1.70 to 1.71
Rice, Japan	$2.10 to 2.65
Saltpetre, per picul	$5.25 to 5.65
Seaweed, Green, per picul	$1.95 to 2.10
Seaweed, Cut, per picul	$2.35 to 2.40
Sesamum, White, per picul	$4.95 to 5.10
Sesamum, Black, per picul	Tls. 9.45 to 9.5.0
Sharkskins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 32.00
Shellfish, California, per picul	$11.50 to 12.00
Shellfish, per picul	$5.80 to 6.5
Straits Produce, &c.—	
Betel Nut, per picul	$4.17 to 4.2
Pepper, White, per picul	$37.40 to 37.0
Pepper, Black, per picul	$18.30 to 19.50
Rattan, Straits, per picul	$3.25 to 3.45
Rattans, Bangar, per picul	$4.25 to 4.8
Sandal Wood, Malabar, per picul	$1.06 to .10
Sandal Wood, South Seas, per picul	$17.00 to 17.5
Sapan Wood, Manila, per picul	$1.[illegible] to 1.25
Sapan Wood, Siam, per picul	$2.25 to 3.35
Sugar, Shek-lung, White, No. 1, p. picul	$7.50 to 8.05
Sugar, Shek-lung, White, No. 2, p. picul	$6.75 to 6.93
Sugar, Shek-lung, Brown, per picul	$4.25 to 4.30
Sugar Candy, Shek-lung, per picul	$7.7 to 7.10
Sugar Candy, Hooshow, per picul	$8.5 to 8.60
Sugar Candy, Swatow, White, per picul	$8.75 to 7.90
Vermicelli, Tientsin, per picul	$7.50 to 7.7
Wheat, Tientsin, per picul	$2.15 to 2.20
Wheat, Japan, per picul	$2.15 to 2.20
Wood Oil, per picul	Tls. 6.0.0 to 6.3
Vin lim Hasa, per box	3.15 to 3.25

SHIPPING IN THE CHINA WATERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
HONGKONG.						
STEAMERS.						
Agnes	Dec. 1	Madge	Brit. str	559	E. H. & C. Telegraph Co	
Alwine	Dec. 1	P. Moos	Ger. str	491	Wieler & Co	
Benarty	Nov. 21	Boutillier	Brit. str	1119	Gibb, Livingston & Co	Hiogo
Cambodia	Dec. 9	Wildgoose	Brit. str	1339	Russell & Co	Hiogo
Camelot	Dec. 8	S. Dally	Brit. str	[illegible]	Order	
Chesung H. Kian	Nov. 25	F. Webb	Brit. str	[illegible]	Bin Tin & Co	
Thine	—	G. Sinclair	Brit. str	[illegible]	Jing Lee & Co	
Doris	Dec. 7	Zarrahn	Ger. str	810	Siemssen & Co	
Elsa	Nov. 29	Kastert	Ger. str	552	Wieler & Co	
Estrella	Oct. 3	M. de Olea's	Span. str	181	Ramolios & Co	
Fame	—	Stewart	Brit. str	117	H. & W. Dock Co.	
Fokien	Dec. 10	H. C. Harris	Brit. str	509	Douglas Lapraik & Co	Swatow
Greyhound	Dec. 9	D. Scott	Brit. str	227	Adamson, Bell & Co	
Hankow	—	J. Orston	Brit. str	2235	Butterfield & Swire	Canton
Hector	Dec. 9	H. Butt	Brit. str	1589	Butterfield & Swire	Shanghai
Heron	Sept. 23	Oberg	Brit. str	—	Pustau & Co	
Ionan	—	C. C. Bonning	Brit. str	1341	H. C. & M. Steamboat Co	Canton
Iolani	Dec. 4	E. Allason	Brit. str	931	Arnhold, Karberg & Co	
Kiukiang	—	Clarke	Brit. str	1061	H. C. & M. Steamboat Co	Macao
Kiungchow	—	S. W. Goggin	Brit. str	298	H. C. & M. Steamboat Co	Canton
Kong Beng	Dec. 8	R. Jones	Brit. str	862	Yuen Fat Hong	
Lido	Dec. 1	Leitch	Brit. str	620	Chinese	
Madras	Dec. 8	H. Pleasance	Brit. str	1097	Chinese	Saigon
Menmuir	Nov. 28	P. Helms	Brit. str	2200	Gibb, Livingston & Co	Adelaide
Mino Maru	Nov. 29	Thompson	Jap. str	553	Adamson, Bell & Co	Japan
Mount Lebanon	Oct. 3	D. Maxwell	Brit. str	1554	Jardine, Matheson & Co	
Naples	Dec. 10	James Thom	Brit. str	1743	Russell & Co	Australia
Natal	Nov. 30	Poy lenot	Fr. str	2496	Messageries Maritimes	
Ningpo	Dec. 2	Wm. Potts	Brit. str	791	Siemssen & Co	Shanghai
Oceanic	Nov. 27	Metcalfe	Brit. str	1898	O. & O. S. S. Co	S. Francisco
Olympia	Nov. 27	Christiansen	Ger. str	783	Siemssen & Co	
Propontis	Dec. 1	G. Heasley	Brit. str	1387	Arnhold, Karberg & Co	Saigon
Powan	—	Lefavour	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Sea Gull	—	—	Amr. str	948	C. Traders' Insurance Co	
Signal	Nov. 23	Hundewardt	Ger. str	384	Captain	
Sindh	Nov. 14	Saeh	Fr. str	2323	Messageries Maritimes	Europe
Teheran	Dec. 7	W. J. Nantes	Brit. str	1670	P. & O. S. N. Co	Yokohama
Uppingham	Sept. 30	Newcomb	Brit. str	1431	Melchers & Co	
White Cloud	—	A. Benning	Brit. str	452	H. C. & M. Steamboat Co	
Wingsang	Dec. 8	De St. Croix	Brit. str	1554	Jardine, Matheson & Co	Calcutta
Woosung	Dec. 2	Hunt	Brit. str	1109	Butterfield & Swire	Melbourne
SAILING VESSELS.						
Adele	Nov. 18	Schumacker	Ger. bk	1133	Melchers & Co	
Adolph	Nov. 9	J. Focke	Ger. bk	256	Pustau & Co	New York
Aldon Besse	Dec. 8	J. A. O'Brien	Amr. bk	812	Melchers & Co	
Anna Bertha	Dec. 6	H. Krause	Ger. bk	671	Siemssen & Co	
Anna Dorothea	Nov. 19	F. Lenger	Ger. bk	343	Captain	
Arcos	Nov. 28	J. Thomson	Brit. bk	290	Pustau & Co	
Auguste	Oct. 30	K. Jost	Ger. bk	1393	Siemssen & Co	Rangoon
Batavia	Dec. 6	Nilssoni	Brit. bk	451	Order	
Caroline	Dec. 6	D. Brun	Nor. bk	523	Wieler & Co	
Catalina	Nov. 3	E. Williams	Brit. bk	481	Arnhold, Karberg & Co	
Ceylon	Oct. 26	Barstow	Amr. bk	647	Russell & Co	Honolulu
Commodore	Dec. 10	Blandhard	Amr. sh	1909	Order	
Concordia	Nov. 25	Clausen	Ger. bk	652	Siemssen & Co	
Crescent	Nov. 13	Rowland	Amr. bk	583	Arnhold, Karberg & Co	
Daniel	Dec. 2	P. Ohlsen	Ger. bk	416	Chinese	
Elise	Nov. 3	Winters	Ger. sh	934	Melchers & Co	
Emily	Nov. 18	Crichton	Brit. bg	296	Captain	
Erikonig	Dec. 2	A. Nansok	Ger. bk	456	Siemssen & Co	
Escort	Sept. 18	Waterhouse	Amr. bk	604	Captain	New York
Grecian	Dec. 1	A. H. Dunbar	Amr. sh	1621	Order	
H. C. Sibley	Nov. 11	Fowler	Amr. bk	547	Captain	
Helicon	Nov. 27	J. B. Howes	Amr. sh	1139	Arnhold, Karberg & Co	
Honolulu	Sept. 23	H. Edgett	Brit. sh	1599	Russell & Co	S. Francisco
Hydra	Sept. 17	C. Binge	Ger. bk	785	Arnhold, Karberg & Co	Hamburg
Imperial	Dec. 1	J. E. Crosby	Amr. sh	1288	Captain	
Importer	Sept. 15	J. P. Wessels	Amr. bk	1207	Arnhold, Karberg & Co	
Ino	Nov. 27	Hinkelmann	Ger. bk	314	Carlowitz & Co	Hamburg
Johanna	Sept. 13	Bannau	Ger. bk	845	Carlowitz & Co	Hamburg
John C. Munro	Oct. 15	Sammer	Brit. bk	613	Adamson, Bell & Co	Havre
J. S. Stone	Oct. 10	Weston	Amr. bk	674	Russell & Co	
K. Davenport	Oct. 9	Howland	Amr. sh	1193	H. & W. Dock Co	
Lennox Castle	Oct. 31	Sabrido	Brit. bk	693	Lane, Crawford & Co	For sale
Livingstone	Oct. 31	Steffens	Ger. bk	531	Wieler & Co	Touron
Luzon	Nov. 6	J. W. White	Amr. sh	1230	Douglas Lapraik & Co	Cebu
Marie	Aug. 27	L. Wurnkle	Ger. sh	192	Carlowitz & Co	Hamburg
Marie Louise	Nov. 17	A. Erichsen	Ger